REPORT

OF THE

STATE ROADS COMMISSION OF MARYLAND

OPERATING REPORT
FOR THE FISCAL YEARS
1949—1950

FINANCIAL REPORT
FOR THE FISCAL YEARS
1949—1950

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Completed Section of Baltimore-Washington Expressway

REPORT

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OPERATING REPORT
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FINANCIAL REPORT
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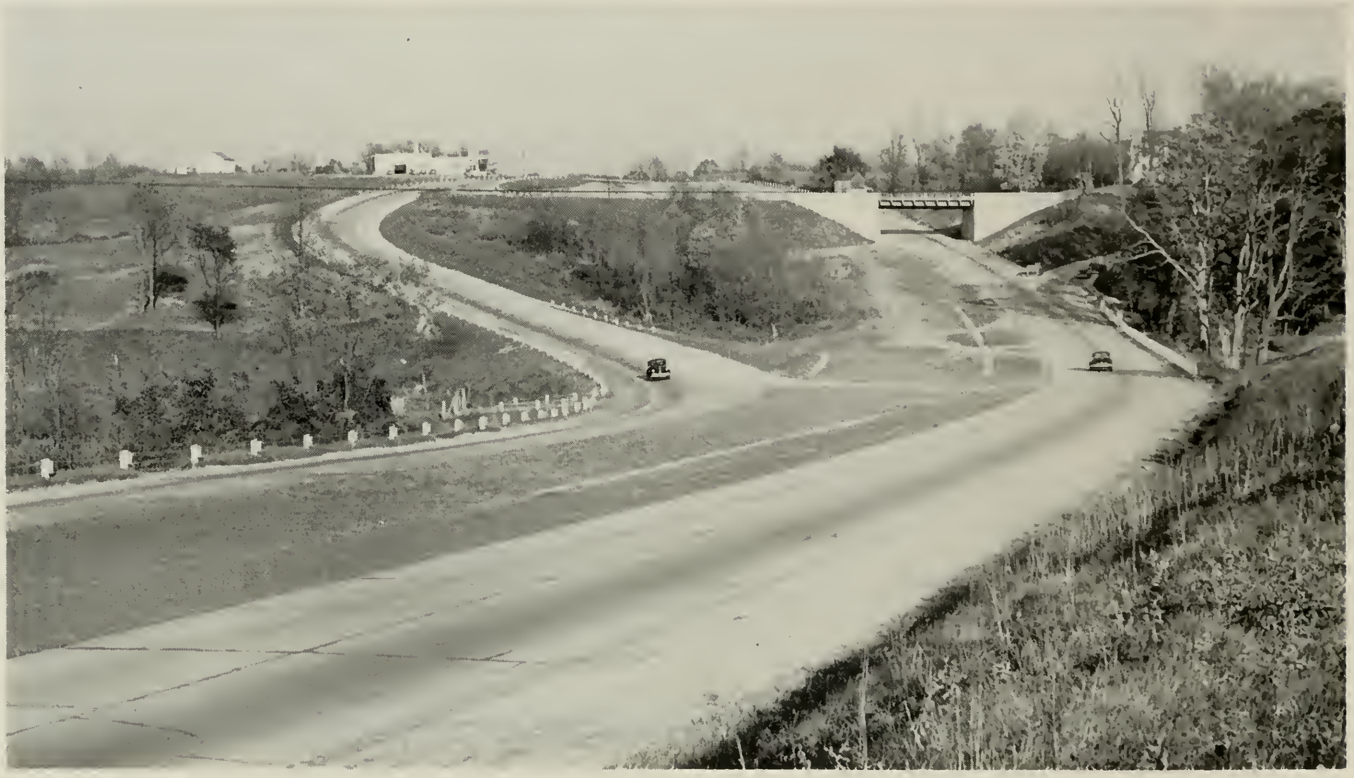
1949—1950

BALTIMORE, MARYLAND
DECEMBER 20, 1950



Interchange at Intersection of U. S. Route 29 on U. S. Route 40 West of Ellicott City, Looking Toward Baltimore

OFFICE OF THE STATE ROADS COMMISSION
OF MARYLAND

108 EAST LEXINGTON STREET
BALTIMORE, MARYLAND

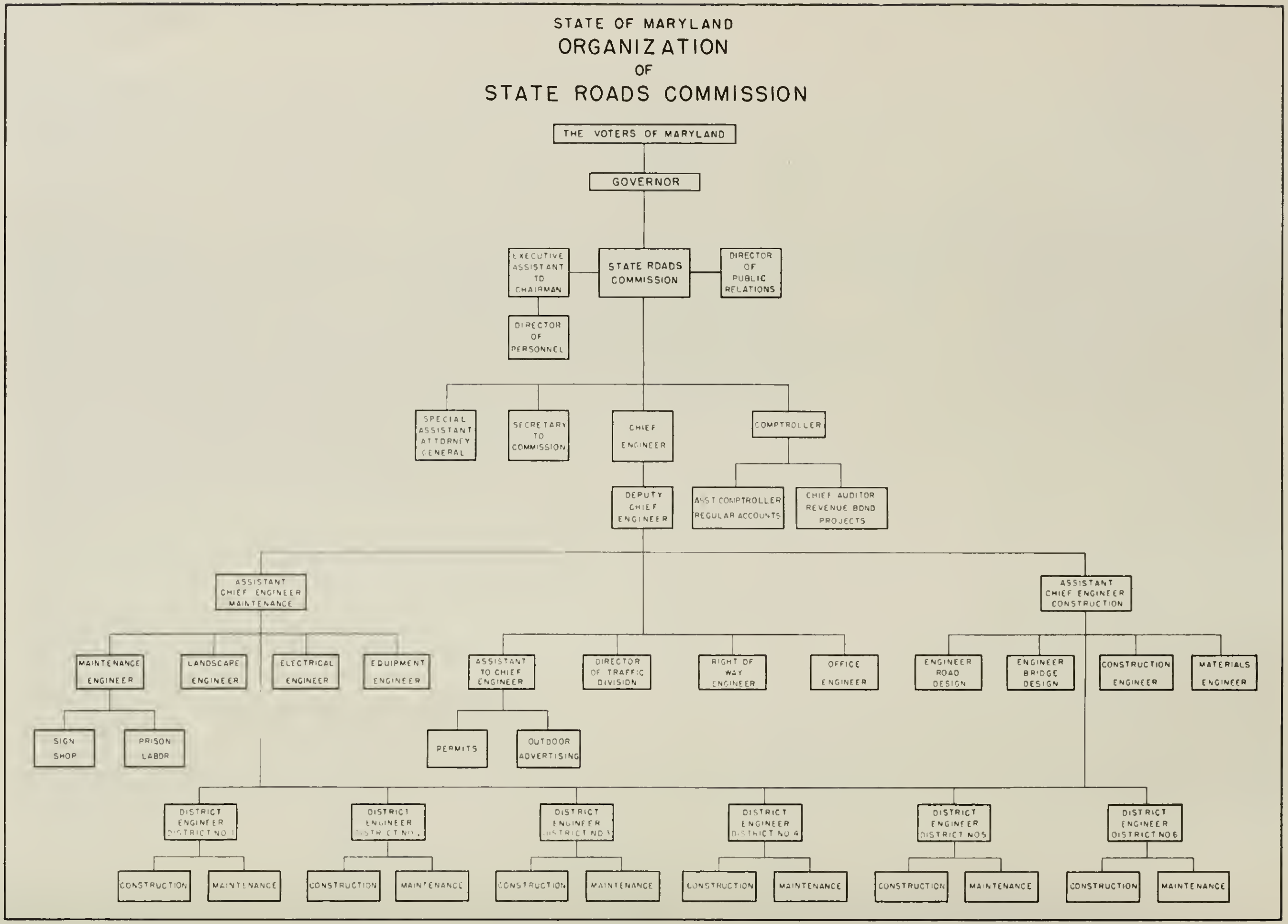
To His Excellency, William Preston Lane, Jr., Governor of Maryland:

SIR:

We have the honor to submit an operating and financial report covering the activities of the State Roads Commission of Maryland for the fiscal years 1949–1950.

Respectfully,
ROBERT M. REINDOLLAR
JOSEPH M. GEORGE
RUSSELL H. MCCAIN
State Roads Commission

December 20, 1950.



ORGANIZATION CHART

STATE ROADS COMMISSION

MEMBERS

ROBERT M. REINDOLLAR, *Chairman*
JOSEPH M. GEORGE
RUSSELL H. McCAIN

Lamar H. Steuart, *Secretary (July 1, 1948—August 31, 1949)*
Charles R. Pease, *Secretary (September 1, 1949—June 30, 1950)*
Albert S. Gordon, *Executive Assistant to Chairman*

ADVISORY COUNCIL TO THE COMMISSION

(July 1, 1948—January 21, 1950)

Chester F. Hockley, *Chairman*
T. Howard Duckett
Herman L. Gruehn
J. Vincent Jamison, Jr.
J. Trueman Thompson
J. McKenny Willis, Jr.

ORGANIZATION PERSONNEL

Engineering Department

William F. Childs, Jr., *Chief Engineer*
Walter C. Hopkins, *Deputy Chief Engineer*
P. A. Morison, *Assistant Chief Engineer—Maintenance*
Gerald S. Rinehart, *Assistant Chief Engineer—Construction*

Austin F. Shure
Assistant to Chief Engineer
Frank P. Scrivener
Maintenance Engineer
Thomas M. Linthicum
Construction Engineer
J. Eldridge Wood
Materials Engineer
Le Roy W. Kern
Right of Way Engineer

Allan Lee
Engineer of Road Design
Albert L. Grubb
Engineer of Bridge Design
George N. Lewis, Jr.
Director Traffic Division
Cordt A. Goldeisen
Electrical Engineer
A. F. Di Domenico
Office Engineer

District Engineers

District No. 1—C. Albert Skirven, *Salisbury, Md.*
District No. 2—Rolph Townshend, *Chestertown, Md.*
District No. 3—E. G. Duncan, *Laurel, Md.*
District No. 4—D. P. Campbell, *Towson, Md.*
District No. 5—Joseph Chaney, *Upper Marlboro, Md.*
District No. 6—G. Bates Chaires, *Cumberland, Md.*

Accounting Department

Carl L. Wannen, *Comptroller*

William A. Codd
Chief Auditor—Toll Facilities
Morris M. Brodsky
Assistant Comptroller—General Accounting

James W. Rountree, Jr.
Assistant Comptroller—Procedures and Controls
Charles I. Norris
Assistant Comptroller—Budgets and Costs

Legal Department

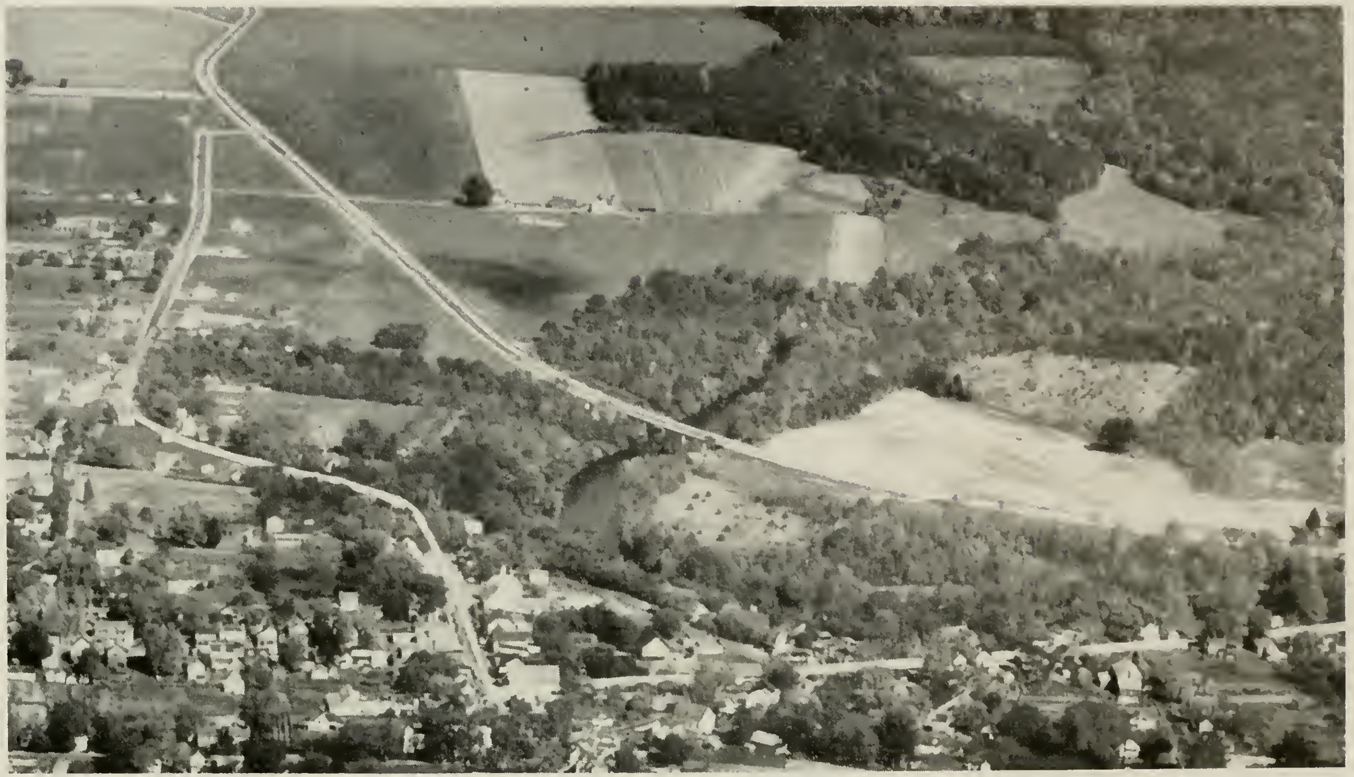
Robert E. Clapp, Jr., *Special Assistant Attorney General (July 1, 1948—May 31, 1949)*
Joseph D. Buscher, *Special Assistant Attorney General (June 1, 1949—June 30, 1950)*

Personnel, Pensions, and Workmen's Compensation Division

Charles De Witt, III, *Personnel Manager*

Public Relations Division

Clinton H. Johnson, *Director (April 16, 1949—June 30, 1950)*



Aerial View Showing Section of Greensboro By-Pass in Caroline County

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Patuxent River Bridge Under Construction between Benedict in Charles County and Burch in Calvert County, Maryland

REPORT OF THE CHIEF ENGINEER

To the Honorable Chairman and
Members of The State Roads Commission:

The biennial report of the Chief Engineer for the period from July 1, 1948 to and including June 30, 1950, is submitted herewith, accompanied by the reports of the Division Heads, Sub-Division Heads and District Engineers.

These reports cover the accomplishments of the Engineering Division of the Commission during the past two fiscal years. They have been prepared to give full and complete information as concisely and briefly as the volume of work covered would permit. In presenting the reports, data, tables, charts and maps, every effort has been made to avoid technical language and to present them in a clear and understandable way.

The accomplishment of each of the two fiscal years is presented in tabulation form by Districts in the reports of the respective District Engineers. These data are presented in such a manner as to give the mileage, costs and other pertinent information by contracts, and classified as to Primary, Widening and Resurfacing, Secondary and Miscellaneous Projects.

During the fiscal years ending June 30, 1949 and June 30, 1950, a total of $81,494,955 of construction and reconstruction was awarded, covering a total of 461.082 miles, and representing 218 contracts. This is exclusive of the Chesapeake Bay Bridge which is now under construction at an estimated cost of $43,925,000.

A resume of the work covered by these awards is given in the following table:

Classification	Number of Contracts	Miles	Amount of Authorization
Primary	68	132.098	$60,729,412
Widening and Resurfacing	91	290.982	17,476,746
Secondary	24	37.285	1,858,525
Miscellaneous	35	0.717	1,430,272
TOTAL	218	461.082	$81,494,955

During the period of this report there were completed 180 projects totaling 440.108 miles having a dollar value of $38,375,640. This includes projects awarded prior to period covered by this report.

The Contractors have done a good job in prosecuting the work under adverse weather conditions, and in the face of other obstacles beyond their immediate control.

As a matter of comparison, the total amount of construction and reconstruction awarded for the previous two fiscal years was $24,800,000 so the dollar value of construction and reconstruction work awarded in the two fiscal years covered by this report exceeds that of the previous two fiscal years by 230 percent.

While the personnel has been increased, it has not been nearly proportional to the increase in dollar value of construction and reconstruction work accomplished.

According to the records of the Personnel Manager, there were 2,215 employees on the payroll of the Commission on June 30, 1948, which represented the total number of salaried employees, per diem employees and Ferry personnel. As of June 30, 1950 the corresponding number of employees is 3,005, or an increase of 35.66 percent.

In the Engineering Division, even with improved working conditions and increased compensation given in July 1948 to off-set the rising cost of living, it has not been possible to attract to these positions qualified persons in sufficient numbers to keep abreast of the work program. Under these conditions it was necessary to hire qualified consultants to make surveys, prepare road and structural plans and compute quantities in order to bring these projects to advertising stage.

In order to give an idea of the expenditure authorizations of the Commission for Construction and Reconstruction over a period of years the following table lists the authorization totals for each calendar year for a period of twenty years from 1930 to 1949 inclusive.

Year	Construction and Reconstruction	Year	Construction and Reconstruction
1930	$ 7,745,165.03	1940	$ 8,449,032.18
1931	8,530,583.92	1941	10,286,475.17
1932	6,649,513.06	1942	13,250,287.62
1933	3,064,388.88	1943	4,449,446.07
1934	7,865,952.34	1944	3,087,415.65
1935	3,429,389.69	1945	4,612,600.99
1936	6,727,611.23	1946	10,492,376.83
1937	5,741,754.95	1947	8,635,189.39
1938	7,834,623.26	1948	31,686,689.79
1939	4,297,403.31	1949	59,581,161.69

From the table it is seen that the total value of the construction and reconstruction awards for the three calendar years 1947, 1948 and 1949 exceeds the corresponding construction and reconstruction awards for the previous fourteen calendar years from 1933 to 1946 inclusive. It also shows that the average of authorizations for construction and reconstruction for the ten calendar years immediately prior to 1947 averages approximately $7,000,000, while the corresponding average for the calendar years 1947, 1948 and 1949 was $33,300,000, or an increase of 370 percent, based on these averages.

The program as established by the Commission calls for the construction of the most modern expressways, dual highways, two-lane highways, and widening and resurfacing of existing roads to provide safe and expeditious travel until such time as they can be completely rebuilt, and the building of secondary roads.

There are certain standards of design that must be attained on these highways in order that, upon completion, they will meet present and predictable future needs to avoid too early obsolescence and inadequacy.

Within the category of expressways are included such main arterial highways of interregional importance as the Baltimore-Washington Expressway, the Annapolis-Washington Expressway. The Baltimore-Harrisburg Expressway, the Baltimore Frederick National Pike, the Frederick-Washington Expressway, and a highway from the eastern terminus of the Chesapeake Bay Bridge through Queenstown to the Maryland-Delaware Line. Work on each of these has been started and by the end of the present calendar year the entire section of the Baltimore-Washington Expressway from Baltimore City Line to the Jessup Road, fifteen contracts in all, will have been advertised. At the Jessup Road this expressway will be continued as a parkway by the Federal Government as a Federal project.

These expressways are being designed and contructed with controlled access. The control of access is in two degrees, partial and full. On expressways with partial control of access, thru traffic is given preference to a degree that in addition to access connections with selected public roads, there may be some crossings at grade and other lesser driveways connected. On expressways with full control of access, connections are provided with selected public roads only and crossings at grade or connections with private driveways are prohibited.

In the design of dual highways where traffic trends indicate that in a reasonable number of years traffic volumes will increase to a point where a multiple lane highway will be required, the design and layout has been prepared so that an additional lane in each direction may be constructed when needed without loss of the original investment.

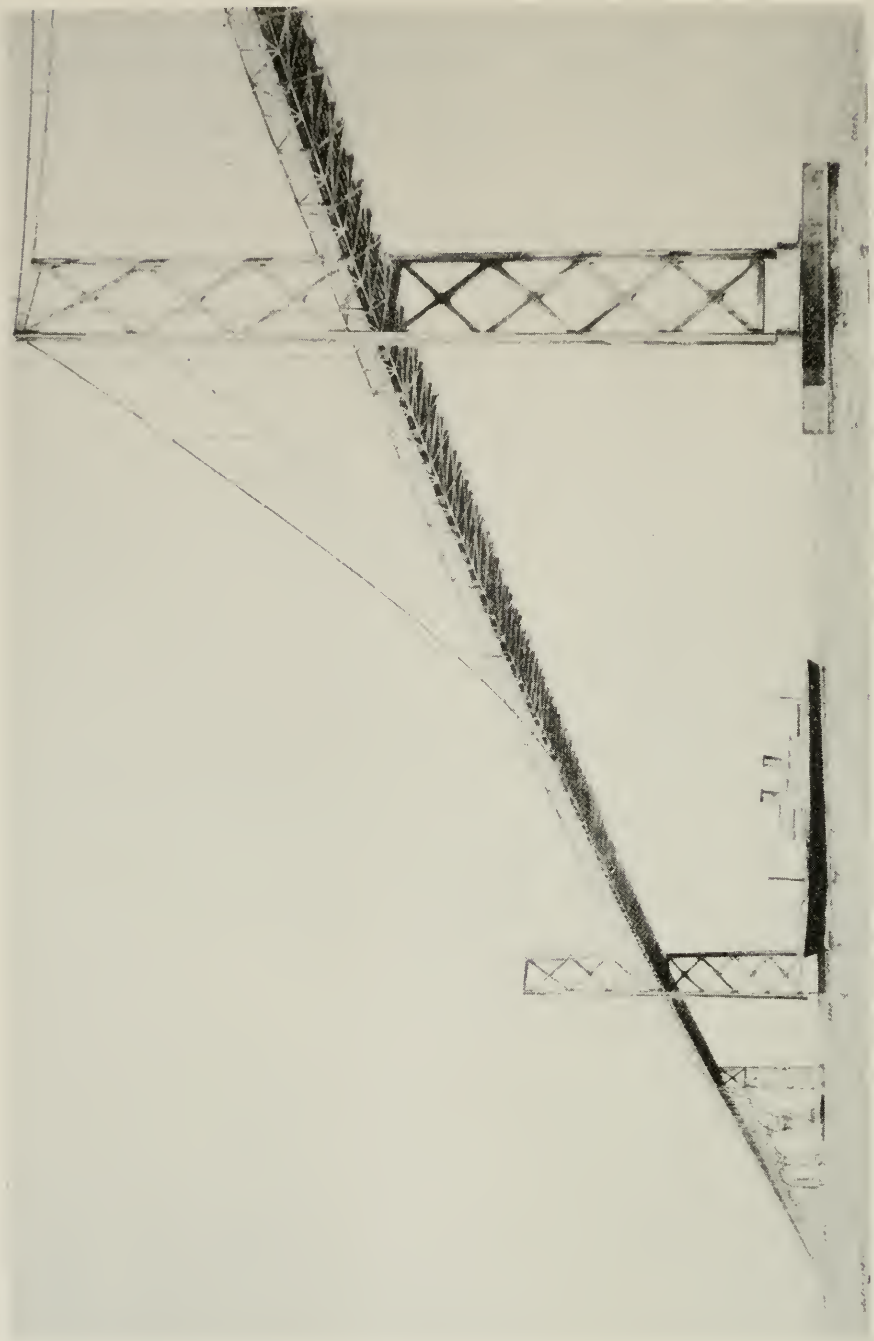
A similar long range program has been provided for two lane highways. In the design of the improvement of all highways, Maryland is fortunate in having a continuous traffic record over many years, which makes it possible to use these data in the design, to prevent the early obsolescense of these highways.

I believe that this evil is expressed exceptionally well in a statement made in 1921 by Mr. David Beecraft, who at the time was President of the Society of Automotive Engineers, which in part said, "the roots of the present are always found in the past, and we must study the past if we are to proceed correctly in interpreting sanely the days that are to come."

The achievements of the Engineering Division have been made possible by the loyal support given by all of its employees, and the splendid cooperation received at all times from the Commission.

Respectfully submitted,

WILLIAM F. CHILDS, JR.,
Chief Engineer.



HIGHWAY BRIDGE ACROSS CHESAPEAKE BAY BETWEEN SANDY POINT AND KENT ISLAND, MARYLAND

THE CHESAPEAKE BAY BRIDGE

Walter C. Hopkins,

Deputy Chief Engineer

The Chesapeake Bay Bridge, connecting the Eastern and Western Shores of Maryland by spanning the Chesapeake Bay between Kent Island, Queen Anne's County and Sandy Point, Anne Arundel County, is now under construction.

This project, studied by public and private interests over the past thirty or more years, first assumed a somewhat tangible form when in 1937 the Legislature of Maryland authorized a comprehensive State plan for the construction of bridges or tunnels, the cost of which would be financed from the sale of revenue bonds payable solely from earnings of the structures operating as toll facilities. Acting under the Authority of that legislation, the State Roads Commission caused to be prepared by the J. E. Greiner Company, an engineering report upon Maryland's Primary Bridge Program, which includes structures to cross the Susquehanna River near Havre de Grace, the Potomac River near Morgantown, Chesapeake Bay between Sandy Point and Kent Island or from Miller's Island to Tolchester, and the Patapsco River from Fairfield to Canton in Baltimore City.

Following consummation of all preliminary details, financing arrangements, preparation of construction plans and specifications, the above mentioned structures over the Susquehanna and Potomac Rivers were constructed, and opened to the public service in 1940.

The program at that time included the construction of the Chesapeake Bay Bridge, provided that revenue bonds to underwrite its cost were issued prior to July 1, 1942. In common with all other civilian projects, further progress on this undertaking was halted by the military efforts in connection with World War II. However, with the transition of the nation's economy from a war-time to a peace-time basis, The General Session of 1947 of the Maryland Legislature passed a comprehensive Act which, in addition to establishing a means for the improvement of the State's entire highway system, included provisions for an additional or alternative method of financing and constructing bridges, tunnels and motorways under revenue bond procedure.

Federal authority for the construction of the Chesapeake Bay Bridge is found in an Act of Congress, approved April 7, 1938, which authorized the construction of the Susquehanna River, Potomac River, Chesapeake Bay and Patapsco River structures; in the Act of Congress approved June 16, 1948, which extended certain time limitations imposed by the 1938 Act; in the General Bridge Act of 1946 and in the approval of the location and plans for the bridge by the Chief of Engineers and the Department of the Army.

Coincident with the development of the legal phases of the project, consideration of all preliminary engineering and financial matters was undertaken. Under the personal direction of Governor Lane, the State Roads Commission, with the able and valuable advice and assistance of a State Highway Advisory Council consummated arrangements with a banking group, headed by Alexander Brown & Sons, of Baltimore, Maryland, to assure the timely availability of funds for construction purposes through the sale of Bridge Revenue Bonds, and with J. E. Greiner Company, Consulting Engineers of Baltimore, Maryland to bring up to date their engineering report of 1938 with respect to matters relating to the Chesapeake Bay Bridge, to complete such preliminary studies, investigations and plans as were essential in connection with legal and financial phases of the project and to prepare plans, specifications and contract documents necessary for a prompt start of construction and effective prosecution of the work to assure its completion at the earliest practicable date.

In view of the opinion expressed by many citizens that the construction of a tunnel rather than a bridge crossing would better serve the interests of the State, the Governor directed the employment by the State Roads Commission of independent consultants to study and report upon the engineering features of a tunnel, in addition to the investigations (of that same type of facility) undertaken by the J. E. Greiner Company. Competent advice with respect to the many and varied economic, social, transportation and technical features of bridge and tunnel crossings was received and considered by the State. After fully weighing all factors influencing a final determination, the unanimous decision of the Governor, the State Roads Commission and the State Highway Advisory Council was that a bridge rather than a tunnel should be constructed and the consulting engineers, accordingly, were instructed to proceed on that basis.

The location and general plan of the Chesapeake Bay Bridge have been approved by the Chief of Engineers, United States Army and the Secretary of the Army, as required by controlling federal legislation. Connecting with the existing approach highway to the ferry terminal, U. S. Highway Route 50, about 1.09 miles northwest of the terminal, the bridge alignment is on a tangent to a point approximately 3,200 feet off the western shore where a 1 degree 40 minute curve with a length of 2,870 feet joins the main portion of the bridge which continues on a tangent almost due east to the eastern shore, crossing the main sailing course down the bay at right angles. The eastern highway approach connects with U. S. Route 50 about one mile east of Stevensville.

From the western abutment, located some fifty feet inshore from the present shoreline, the bridge deck will be carried on a series of WF beam spans, each 60 feet long, totaling 1,841.70 feet in length. Following these beam spans, the superstructure will comprise 1,318.66 feet of deck girder spans, 2,850.08 feet of simple deck truss spans, and 1,446.21 feet of deck cantilever truss construction to the crossing of the main sailing course, a suspension bridge having a main span length of 1,600.0 feet with side anchor spans of 661.25 feet each. The bridge continues easterly from the main span across a series of deck cantilever trusses totaling 4,685.32 feet in length to a secondary navigation channel opening spanned by a through cantiliever truss with a main span of 779.86 feet and anchor arms 469.77 feet in length. Deck girder spans, 2,230.98 feet in total length, 2,272.20 feet of WF beam spans and 1,755.85 feet of filled causeway construction comprise the eastern section of the bay crossing.

Four types of substructure, none of which employ unusual or untried methods of construction, will be used.

The western approach beam spans will rest on reinforced concrete bents supported by cast-in-place piles.

The eastern approach beam spans will rest on reinforced concrete frame bents supported by steel H bearing piles.

Piers 1 to 10 inclusive and piers 41 to 57 inclusive will be reinforced concrete constructed by conventional open-cofferdam method. Piers 23 and 28, the anchorage piers for the suspension bridge, will also be reinforced concrete constructed by conventional open-cofferdam method.

The remaining piers, 11 to 22 inclusive, 24 to 27 inclusive, and 29 to 40 inclusive, will be bell-type reinforced concrete piers constructed by use of permanent steel forms with reinforcing steel installed therein.

Other than pile bents, all piers will be supported on steel H bearing piles, either plain or reinforced, according to the foundation conditions.

CONSTRUCTION TYPE IS SUMMARIZED AS FOLLOWS:

Beginning at the West Abutment:

30— 60′ Beam Spans — 1841.70′ supported on Cast-in-Place Concrete Piles.
7—100′ Deck Girder Spans — 711.56′ on cofferdam constructed reinforced concrete piers supported by steel bearing piles.
3—200′ Deck Girder Spans — 606.50′ on cofferdam constructed reinforced concrete piers supported by steel bearing piles.
4—250′ Deck Truss Spans — 1017.33′ on reinforced concrete permanent steel form encased piers supported by steel bearing piles.
6—300′ Deck Truss Spans — 1832.75′ on reinforced concrete permanent steel form encased piers supported by steel bearing piles.
3—Spans — 1446.21′ — Deck Cantilever Truss, on reinforced concrete, permanent steel form encased piers supported by steel bearing piles, except west cable anchorage pier which is reinforced concrete supported on steel bearing piles and constructed by open cofferdam method.
3 — Suspension Spans—2 flanking spans @ 661.25′ each and main span @ 1600′=2922.50′ Suspension Span, towers supported on reinforced concrete, permanent steel form encased piers on steel bearing piles.
9 — Spans—4685.32′ Deck Cantilever Truss, on reinforced concrete permanent steel form encased piers supported by steel bearing piles, except east cable anchorage pier which is reinforced concrete supported on steel bearing piles and constructed by open cofferdam method.

3 — Spans = 1719.40′ through cantilever truss over East Bay (Secondary) Channel, on reinforced concrete, permanent steel form encased piers supported by steel bearing piles.
4 — 200′ — Deck girder spans = 808.93′ on reinforced concrete open cofferdam constructed piers supported on steel bearing piles except pier adjacent to truss supporting pier which is similar to that pier.
14 — 100′ — Deck girder spans = 1422.05′ on reinforced concrete open cofferdam constructed piers supported on steel bearing piles.
37 — 60′ — Beam spans = 2272.20′ to East Abutment. The substructure is concrete frame bents supported on steel bearing piles.

The East Abutment is 1,755.85 feet in the bay from the East Shore Line, this distance being spanned by filled causeway.

Islands at Cable Anchorage Piers 23 and 28 for protection of both suspension cables and passing ships are constructed as follows:

Top Dimensions

Elevation +10.0 feet above Mean Low Water
138 feet long measured parallel to centerline of bridge, extending 108 feet channelward from face of pier.
150 feet wide measured transversely to centerline of bridge.
Top covered with gravel blanket.
2: 1 Slopes all four directions with stone slope protection.

Water Depth

Pier 23 (West Anchorage Pier)	Pier 28 (East Anchorage Pier)
Water Depth approx. 44 feet.	Water Depth approx. 57 feet.
Total height of Island —54 feet.	Total height of Island approx. 67 feet.

Bottom Dimensions

Pier 23

354 feet measured parallel to centerline of bridge.
366 feet measured transversely to centerline of bridge.

Pier 28

406 feet measured parallel to centerline of bridge.
418 feet measured transversely to centerline of bridge.

BRIDGE ROADWAY

The roadway will be 28 feet wide between curbs, thus affording ample width for two lanes of traffic to travel with safety and comfort at open highway speeds. Furthermore, in the event it becomes necessary for a disabled vehicle to park upon the bridge, this width of roadway will be sufficient to permit two lanes of traffic to by-pass the parked vehicle conveniently at controlled speeds. Emergency footwalks, 18 inches wide, collision type curbs and railings will be provided on each side of the roadway.

The roadway deck consists of reinforced cement concrete for the beam spans and reinforced cement lightweight concrete for the remainder of the bridge. There are provided two longitudinal open grid floor deck slots three feet wide extending the full length of the suspension spans.

The entire roadway deck throughout the bridge, except the open grid slots on the suspension spans, is covered with 2 inches of asphaltic concrete wearing surface. Emergency footwalks and parapet curbs are reinforced concrete except on the suspension spans which are of steel construction.

From the west to the east, the vertical alignment of the bridge roadway will continue the 0.5% ascending grade of the approach highway to a point 1,024.14 feet from the west abutment where a 2,000-foot vertical curve provides a connection with a 3.0% ascending grade 3,587.90 feet long. Two vertical curves, having a total length of 3,765.26 feet, then provide a transition from the westerly ascending gradient to the 1.9% descending grade over that section of the bridge east of the main sailing course for a distance of 7,227.19 feet, at which point begins a 2,000-foot vertical curve that connects the 1.9% descending grade with a 0.30% descending grade. The 0.30% gradient on the bridge structure continues across the filled causeway to the east approach highway.

These grades will not restrict the normal driving speeds of either trucks or automobiles. The long connecting vertical curves will afford adequate sight distances for all types of vehicles.

Navigation clearances provided at the main sailing course are 186.5 feet above mean high water and 1,500 feet horizontally between fenders. Aids to navigation, such as lights, fog sirens, etc., will be provided in accordance with federal government requirements. Likewise, aids to airborne traffic will be placed as required by existing government regulations.

Additional protection will be afforded water craft and the bridge structure by the construction of sand islands with riprapped slopes surrounding the anchor piers of the suspension span. Navigation clearances at the easterly auxiliary channel will be 63 feet vertical above mean high water and 690 feet horizontal.

The subsurface exploration of the site of the bridge has been exceptionally comprehensive. Test boring data and penetration tests, and laboratory analyses and tests of recovered samples of the underlying material, have furnished information essential to substructure design.

A detailed geological study has produced a continuous structural interpretation of the subsurface formations from shore to shore. Correlation of local geology with previously known regional geology has made available the large accumulation of recorded data concerning the stratigraphy, physical character, and extent of those formations of particular interest.

Thus, the approximate nature of the materials lying at a considerable depth below the bottoms of the deepest test borings is known with reasonable certainty, and the possibility that undesirable conditions exist which have not been revealed by the test borings has been largely eliminated. To furnish more detailed data for design purposes, a contract for the driving of test piles was completed.

The main items of material involved in the construction of this project are 328,153 linear feet of steel H and cast-in-place concrete piling, 118,000 cubic yards of concrete, 36,500 tons of structural shapes, plates, cable and other fabricated steel, and 6,000 tons of reinforcing steel.

SUMMARY OF PRINCIPAL FEATURES

Purpose

To eliminate the geographic motor traffic barrier between the Eastern and Western Shores of Maryland by spanning the Chesapeake Bay, and to provide a North-South route through Maryland which by-passes the congested areas of Baltimore and Washington via the Chesapeake Bay, Severn River and Potomac River Bridges.

Location

The bridge crosses the Chesapeake Bay in the vicinity of Sandy Point on the Western Shore and Stevensville on the Eastern Shore, connecting to U. S. Route 50 on each side of the bay.

Estimated Cost

$44,000,000.

Source and Method of Financing

A revenue bond project financed solely from the sale of revenue bonds which are redeemed by proceeds from tolls, united with:

Susquehanna River Bridge
Potomac River Bridge
Proposed Patapsco River Crossing at Baltimore

Authority

State of Maryland 1937 Revenue Bond Act
Act of Congress 1938
State of Maryland 1947 Revenue Bond Act
Act of Congress 1948

Total Sold

"State of Maryland Bridge Revenue Bonds (Series 1948)"
$43,925,000.00.

Work Commenced

January 12, 1949.

Estimated Completion Date

June 30, 1952.

Estimated Annual Traffic—Year 1952—1,100,000 Vehicles
Estimated Annual Traffic—Year 1961—1,550,000 Vehicles
Bridge Designed to Carry Annual Traffic of—8,500,000 Vehicles

Lengths

40,800 Feet (7.727 Miles) Overall length of project
5,782.70 Feet (1.095 Miles) West Roadway Approach
11,975.00 Feet (2.268 Miles) East Approach Roadway
1,755.85 Feet (0.332 Miles) Filled Causeway—East Roadway Approach
21,286.45 Feet (4.032 Miles) Bridge Structure—Abutment to Abutment
22,990 + Feet (4.35 Miles) Shore Line to Shore Line

Main Channel Span

1,600.00 Feet Suspension Span
1,500.00 Feet Horizontal Ship Clearance
188.00 Feet Vertical Ship Clearance above Mean Low Water
186.50 Feet Vertical Ship Clearance above Mean High Water

Easterly Auxiliary Channel Span

779.86 Feet Through Cantilever Truss Span
690.00 Feet Horizontal Ship Clearance
64.50 Feet Vertical Ship Clearance above Mean Low Water
63.00 Feet Vertical Ship Clearance Above Mean High Water

Underclearances Other Than Channel Spans at Various Water Depths

WESTERN SHORE

Water Depth	*Max. Vert. Clear.*	*Max. Horiz. Clear.*	*Distance from Shore*
6′ Contour	17′	50′	1400′
12′ “	24′	80′	2200′
18′ “	34′	160′	3300′
24′ “ & Fish Net Bounds	52′	240′	4700′
26′ “	60′	240′	4800′
29′ “	80′	240′	5100′

NOTE: Clearances increase to edge of main channel 8200′ from Western Shore.

EASTERN SHORE

Water Depth.	*Max. Vert. Clear.*	*Max. Horiz. Clear.*	*Distance from Shore*
6′ Contour	17′	50′	3000′
12′ “	20′	80′	4100′
18′ “	27′	160′	5450′
24′ “ & Fish Net Bounds	34′	160′	5900′
78′ “	60′	690′	6800′
61′ “	80′	330′	10100′

NOTE: Clearances increase to edge of main channel 13400′ from Eastern Shore.

Maximum Span Lengths

1600.00 Feet Maximum Suspension Span
779.86 Feet Maximum Through Cantilever Truss Span
599.89 Feet Maximum Deck Cantilever Truss Span
303.08 Feet Maximum Deck Simple Truss Span
200.00 Feet Maximum Deck Girder Span
60.00 Feet Beam Spans

Roadway

28.00 Feet Curb to Curb
1.50 Feet Footwalk Each Side
Collision type curbs and steel railings each side.
+198.50 Feet Maximum Roadway elevation above Mean Low Water occurring at the center of main channel suspension span.
3.00% Maximum Grade.

Maximum Depths and Heights

-88.0 Feet Elevation of Maximum water Depth below Mean Low Water
-167.0 Feet Elevation of Maximum Mud Depth or 79 Feet below Bay Bottom
-98.0 Feet Elevation of Bottom of Deepest Pier
-203.0 Feet Elevation of Tip of Deepest Piles
+354.0 Feet Elevation of top of Cable Towers—Highest Point on Bridge.

Approximate Material Quantities—Shore to Shore

4,130—Piles
328,153—Linear Feet Piles
17,500—Tons of Piles
118,000 Cubic Yards Cement Concrete using
210,000 Barrels Portland Cement
33,500 Tons Structural Superstructure Steel
3,000 Tons Substructure Form Steel
6,000 Tons Reinforcing Steel Bars in Concrete
2,538,000 Cubic Yards Earth Movable
151,400 Tons Slope Protection Stone

ADMINISTRATION

Authority

State Roads Commission of Maryland acting for the State of Maryland.

Trustee

Baltimore National Bank acting as Trustee for the Bondholders, by Agreement between State Roads Commission of Maryland and Baltimore National Bank.

Consulting Engineers

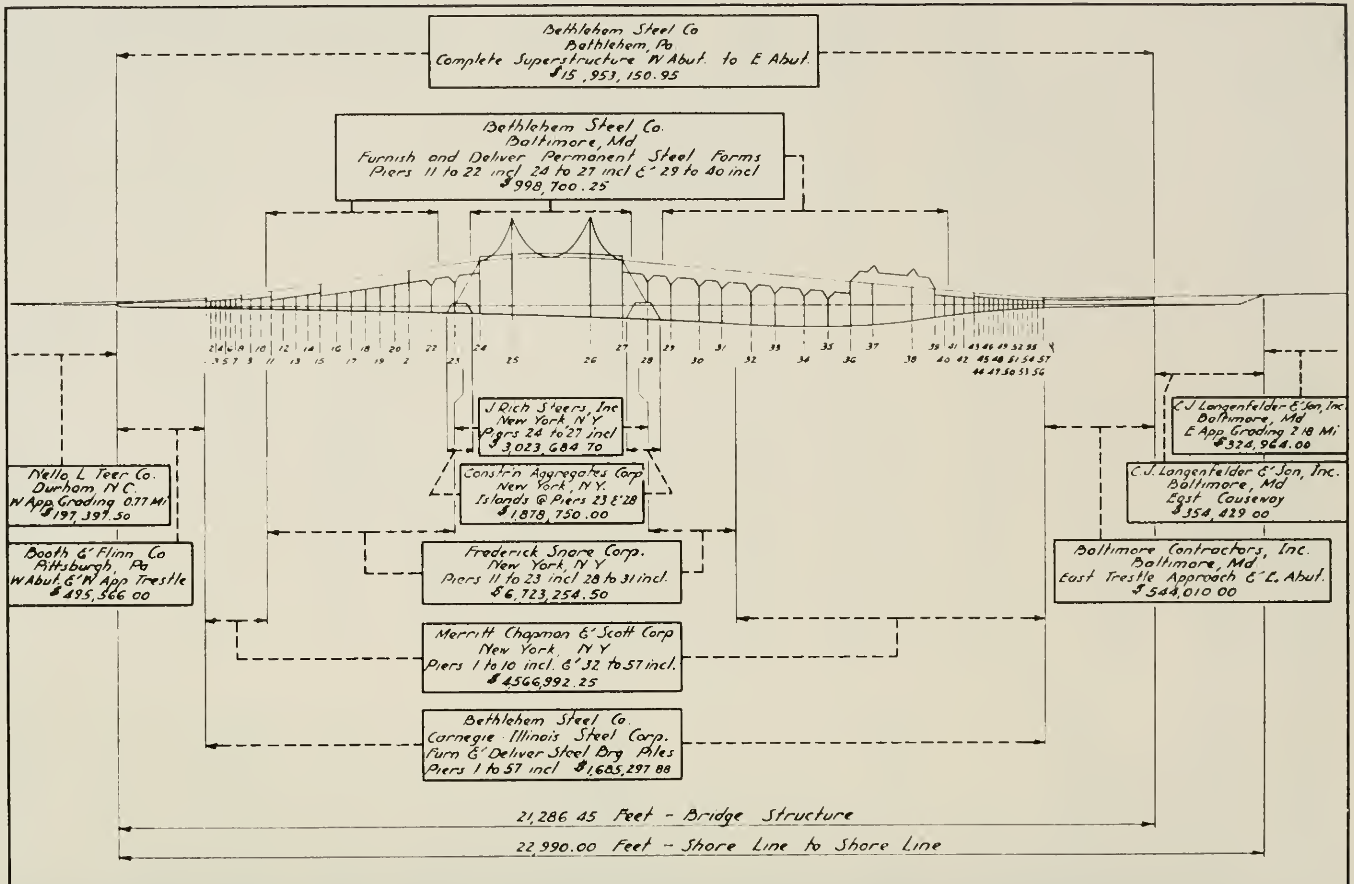
J. E. Greiner Company, Baltimore, retained by agreement between State Roads Commission of Maryland and J. E. Greiner Company to design, prepare plans and specifications and to supervise the construction of the bridge.

CHESAPEAKE BAY BRIDGE CONTRACTS

STATUS JUNE 30, 1950

Contract	*Contractor*	*Amount*	*% Complete*
CBB-1-1-87 Borings	Raymond Concrete Pile Co. Awarded Nov. 25, 1947	$191,297.29	100% 6-19-48
CBB-3-2-87 Furnish Test Piles	Carnegie-Illinois Steel Corp. Union Metal Mfg. Co. Awarded Aug. 11, 1948	$ 18,212.44	100% 1-10-49
CBB-4-2-87 Driving and Loading Test Piles	Tidewater Construction Corp. Awarded Oct. 6, 1948	$182,455.80	100% 4-23-49
CBB-5-1-87 East Approach Roadway Grading	C. J. Langenfelder & Son, Inc. Awarded Jan. 4, 1949	$324,964.00	100% 12-31-49
CBB-6-1-87 West Approach Roadway Grading	Nello L. Teer Company Awarded Jan. 4, 1949	$197,397.50	100% 8-26-49
CBB-7-1-87, Alt. 1 East Causeway	C. J. Langenfelder & Sons, Inc. Awarded Nov. 9, 1949	$354,429.00	88%

Contract	*Contractor*	*Amount*	*% Complete*
CBB-11-1-87 Water Well at West Approach	Shannahan Artesian Well Co. Awarded July 26, 1949	$2,755.00	100% 10-27-49
CBB-9-1-87, Order No. C-04269 Substructure: Furnish & Deliver Fabricated Bearing Piles	Carnegie-Illinois Steel Corp. Awarded Jan. 3, 1949	$743,998.44	100% 3-6-50
CBB-9-1-87, Order Nos. D-01102 and D-01103 Substructure: Furnish and Deliver Plain Bearing Piles	Bethlehem Steel Company Awarded Dec. 21, 1949	$941,299.43	74%
CBB-12-1-87 Superstructure	Bethlehem Steel Co. Awarded Oct. 24, 1949	$15,953,150.95	Shop Work in Progress
CBB-10-4-87 Substructure: W. abut. and Bents 1 to 29, incl.	Booth & Flinn Co. Awarded Sept. 2, 1949	$495,566.00	43%
CBB-10-6-87 Substructure Piers 1 to 10, incl.	Merritt-Chapman & Scott Corp. Awarded Sept. 2, 1949	$591,401.25	39%
CBB-10-3-87, Alt 1 Substructure: Piers 32 to 40, incl.	Merritt-Chapman & Scott Corp. Awarded Sept. 2, 1949	$3,060,116.00	11%
CBB-10-7-87 Substructure: Piers 41 to 57, incl.	Merritt-Chapman & Scott Corp. Awarded Sept. 2, 1949	$915,475.00	14%
CBB-10-2-87, Alt. 1 Substructure: Piers 11 to 22 and 29 to 31, incl.	Frederick Snare Corp. Awarded Sept. 2, 1949	$2,493,744.00	9%
CBB-10-9-87, Alt. 5 Substructure: Piers 23 and 28	Frederick Snare Corp. Awarded Sept. 2, 1949	$4,229,510.50	16%
CBB-10-9-87, Alt. 2 Substructure: Piers 24 to 27, incl.	J. Rich Steers, Inc. Awarded Oct. 26, 1949	$3,023,684.70	30%
CBB-10-5-87, Alt. 2 Substructure: E. abut. and Bents 30 to 65, incl.	Baltimore Contractors, Inc. Awarded Sept. 2, 1949	$544,010.00	15%
CBB-10-10-87, Alt. 2 Substructure: Furnish and Deliver Steel Forms	Bethlehem Steel Co. Awarded Sept. 2, 1949	$998,700.25	10%
CBB-10-11-87, Scheme "B" Islands at Piers 23 and 28	Construction Aggregates, Corp. Awarded Nov. 9, 1949	$1,878,750.00	0%
Total awards as of June 30, 1950		$37,140,917.55	



CHESAPEAKE BAY BRIDGE ~ AWARDS

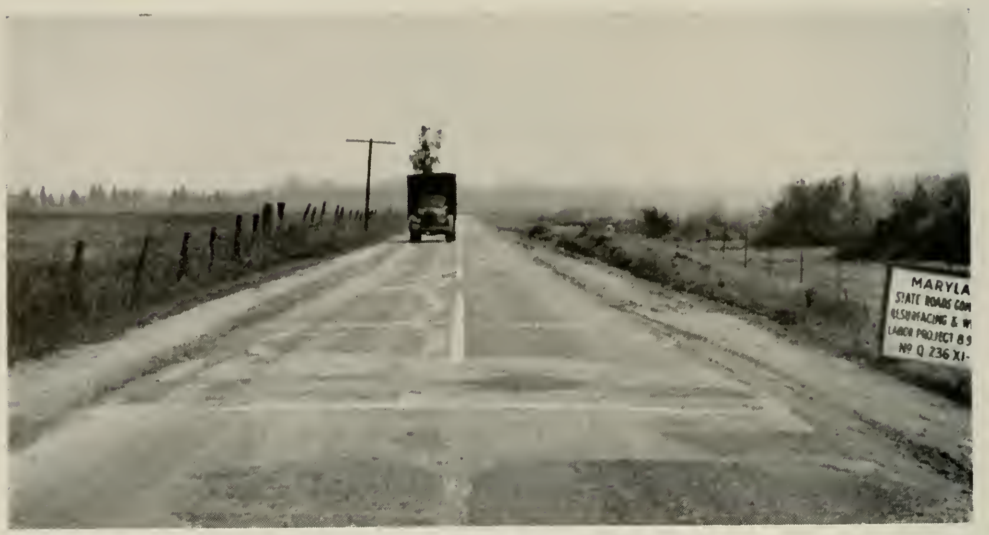
MAINTENANCE

P. A. MORISON
Assistant Chief Engineer—Maintenance

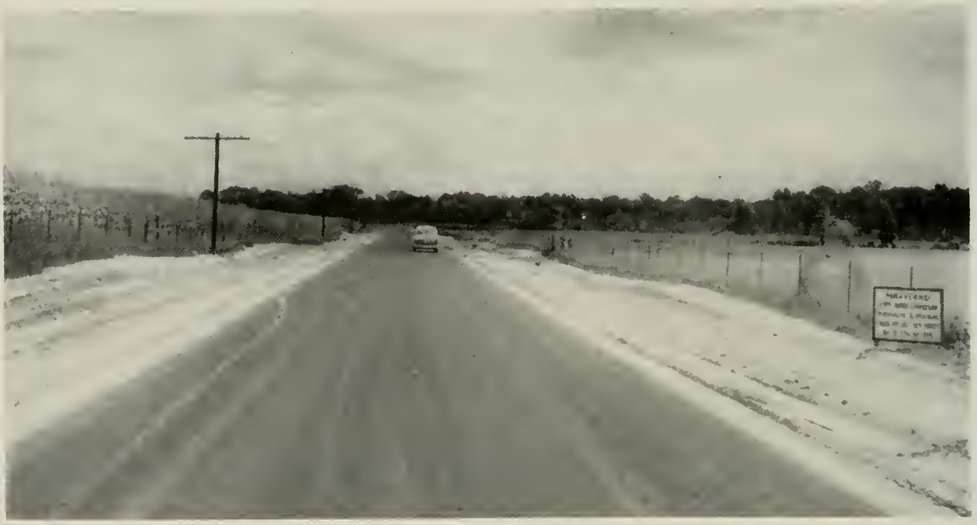
FRANK P. SCRIVENER
Maintenance Engineer

JOHN C. GRANNAN *Equipment Engineer*	S. W. BAUMILLER *Landscape Engineer*

LOUIS PFARR
Sign Shop Foreman



Section of Md. Route 300 between Church Hill and Sudlersville before Widening and Resurfacing



Same Section of Md. Route 300 between Church Hill and Sudlersville after Improvements

Work Performed by Prison Labor

MAINTENANCE

ORGANIZATION

The Maintenance Department, under the direction of the Assistant Chief Engineer—Maintenance, located in the central office in Baltimore, is that branch of the Engineering Division which exercises general supervision, and coordinates all phases of maintenance and its related functions, on a State-wide basis, in order to insure uniformity of methods and practices throughout the entire organization. In addition, assistant engineers from this Department plan and/or direct:

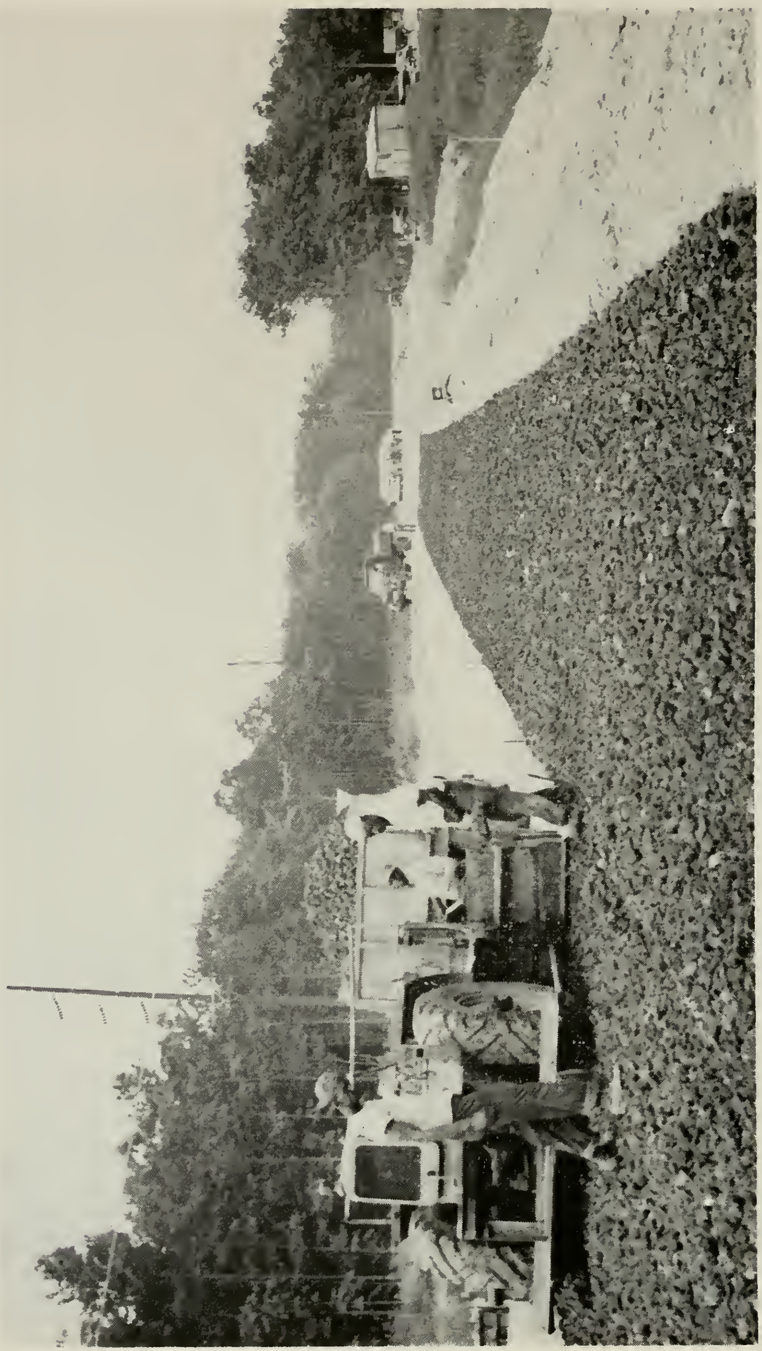
Highway rehabilitation projects, using as labor, inmates from the Penal Institutions.
Roadway development projects (landscape work).
Operation of Paint and Sign Shop located in Baltimore.
Operation of the main garage located in Baltimore.
The drawing up of specifications for the purchase of all equipment.

For efficiency and economy, the State is divided into six maintenance Districts. Each District is under the direct supervision of a Senior Assistant Highway Engineer (District Engineer). Offices for men of this classification are located in Salisbury, Chestertown, Laurel, Towson, Upper Marlboro and Cumberland.

Each District Engineer has an assistant with a District-wide assignment, whose duties are to correlate the maintenance activities in his district, inspect periodically and program maintenance operations at district level. The headquarters for these men are in the District Engineers' offices.

A Resident Maintenance Engineer is located in each county, whose duties are to frequently inspect every road in the county, outline and oversee the operation of maintenance crews and equipment. Men in this classification are located in Princess Anne, Snow Hill, Salisbury, Cambridge, Easton, Chestertown, Centreville, Denton, Elkton, Churchville, Towson, Westminster, Gaithersburg, Laurel, Glen Burnie, Upper Marlboro, Sunderland, LaPlata, Leonardtown, Frederick, Hagerstown, Cumberland and Oakland.

Each Resident Maintenance Engineer is assisted by at least three Foremen who personally direct the activities of various gangs of labor and equipment. Men in this classification are really the backbone of the entire maintenance organization. The experience, knowledge and ingenuity of these employees produce the quality of work by which the road maintenance of the entire system is judged.



SPREADING AGGREGATE ON NEW ROAD BED—U. S. ROUTE 50—CAMBRIDGE TO MT. HOLLY

Up-to-date maintenance methods require the proper use and maintenance of modern equipment. Motor equipment operators are thoroughly trained in their own assignment and are encouraged to learn the operation of other pieces of equipment so that the entire personnel and equipment may be molded into a composite mobile organization, capable of continuously carrying out the various requirements of satisfactory maintenance.

District Equipment Supervisors, one to each District, operate on a District-wide basis, working with and directing shop mechanics in the maintenance, repair and appearance of equipment. At least one or more shops is located in each county.

The standard work week for field forces is 50 hours. During emergencies, however, such as snow and sleet storms, floods, etc. hours of work are limited only by the time required to make the roads again safe for travel.

The complement of men, other than those shown previously, forming the maintenance (State-wide) organization, at the close of the fiscal year of 1950, follows:

Chauffeur	274
Road Foreman	91
Chauffeur—Foreman	69
Motor Equipment Operator	116
Automobile Mechanic	43
Gas Shovel Operator	18
Blacksmith	2
Shop Foreman	18
Shop Clerk	26
Skilled and Unskilled Laborers	991
TOTAL	1,648

The above complement of men maintain 4,006.22 miles on the State system and 3,771.22 miles on the County system. This means that there is available for maintenance, approximately one man for each 5 miles of road maintained by this Commission. The breakdown by counties and types of these roads is shown on Table No. 1, Traffic Division section.

MAINTENANCE OPERATIONS

MAINTENANCE OF ROAD SURFACES

The condition of the road surface is the yard stick by which maintenance operations are measured. All other items of maintenance are secondary in that they contribute their relative value to retaining smooth and safe surfaces. Road surfaces are maintained by patching, bituminous surface treatment, the surface and sub-surface sealing of joints and cracks and the placing of plant mix wearing courses.

The tabulation below shows the quantities of work performed by maintenance crews, Statewide, on road way surfaces during the period of this report.

ROADWAY SURFACING

TYPE OF WORK	Unit of Charge	Rigid J - K	Semi-Rigid I	Non-Rigid F, G, H, I	Untreated D - E
Patching	Sq. Yds.	841,476	439,915	1,538,689	83,609
Blading—Dragging	Miles				1,495
Jacking—Asphalt	Sq. Yds.				
Jacking—Cement Slurry	Sq. Yds.	2,829			195
Resurfacing—Non Bituminous	Sq. Yds.	28,357	2,093	19,119	17,403
Joint and Crack Filling	Gals.	183,664	34,489	13,974	
Oiling—Bituminous	Sq. Yds.	1,732.679	927,742	4,351,032	147,918

Patching

Patching is the restoration of small areas of road surface which have become distorted or broken. The old adage, "a stitch in time saves nine" is certainly apropos of patching operations. Generally, bituminous patches are placed. However, concrete is used where the concrete surfacing is free of bituminous patches. The extensiveness of these patching operations is borne out by the fact that field reports show that 3,000,000 square yards was the average area patched yearly during the two years of this report. This patched area is approximately 5% of the entire surface area in the State highway system.

Bituminous Surface Treatment

This operation is the periodic sealing of entire road surfaces and the providing of an additional wearing course by the application of aggregate. It is a seasonal operation of major importance and should not be carried on when the air temperature is below 55° F. Exceptions to this rule are necessary, however, on occasions. During the month of October, the District Engineers submit to the Baltimore office, a suggested bituminous surface treatment program to be carried out during the following spring and summer. Experience indicates that this is the best time of the year to determine the roads requiring this treatment. This program designates the roads to be treated, the application rate of bituminous material and mineral aggregate and the estimated cost. From this information, a tentative State-wide surface treatment program is formulated, subject to a second inspection made after the spring thaw. During the month of April, bids are sent out to interested parties for the furnishing and applying of the bituminous material and the furnishing of cover aggregate. This aggregate is placed by State Roads Commission maintenance forces. Tabulations showing the miles of roads on both the State and County system that were surface treated during the time of this report are shown on succeeding pages.

Retread

An operation which is an improvement over bituminous surface treating is the placing of approximately 90 lbs. or an average of 1″ in thickness of aggregates mixed with bituminous material and placed with machine precision. This eliminates the irregularity in the surface and provides, upon completion, a smooth riding surface which is impossible to obtain under straight bituminous surface treatment methods.

Surface and Sub-Sealing

All joints and cracks in the surfaces are kept sealed from the top by the use of bituminous crack filler. The yearly average total consumption used to carry out this operation is 116,063 gallons.

Where conditions warrant, surfaces have been sub-sealed by the use of bituminous material. This material, having a high melting point and a low penetration, is heated to a temperature of approximately 400° F. and by the use of a distributor, forced through the surface onto the sub-base through holes previously drilled. The action of the material in flowing under the surface, fills any voids in the base, reseats the slab and in addition, when it is cooled, places a material under the joint which does not readily lend itself to pumping action. This pumping is a forecast of surface failure.

In addition, where small sections of rigid type pavements have settled, they have been mud-jacked into position by cement soil slurry. This material is pumped through holes previously drilled into the road surfaces, and the distorted sections, which have been out of section as much as 6″, have been restored. Generally one crew carries on sub-sealing and mud-jacking operations on a State-wide basis.

SHOULDERS

Due to narrow right of way widths on the earlier constructed projects, the graded section was confined in width to practically what is now considered a standard two-lane highway. Consequently, the shoulders provided on the narrow pavement widths are being used by the motoring public as part of the surface. Since they were not constructed for this purpose, an additional burden has been placed on maintenance crews to maintain these shoulders. Mechanical equipment is being used almost continuously to widen, grade and provide some form of stabilized shoulders so that they can be used with safety. The widening also provides off-surface parking and a storage place for snow which has been removed from the surface.

SURFACE TREATMENT STATE SYSTEM FISCAL YEAR 1949

District and County	Miles Road	Miles Shoulder	GALLONS		
			Asphalt	Emulsion	Tar
No. 1					
Dorchester	16.51	9.97		104,317	
Somerset	37.07	2.00		134,588	
Wicomico	14.63	7.85		77,401	
Worcester	9.05	13.65		62,243	
TOTAL	77.26	33.47		378,549	
No. 2					
Caroline	18.57	0.142		80,433	
Cecil	29.20	0.318		107,400	
Kent	2.52	4.99		15,335	
Queen Anne's	8.91	. .		41,283	
Talbot	20.83	0.40		89,294	
TOTAL	80.03	5.850		333,745	
No. 3					
Anne Arundel	27.47		48,516	38,031	
Carroll	4.11		....	9,732	
Howard	2.00		5,821	......	
Montgomery	46.37		....	104,829	
TOTAL	79.95		54,337	152,592	
No. 4					
Baltimore	16.19	23.71		148,833	
Harford	32.55	22.25		203,592	
TOTAL	48.74	45.96		352,425	
No. 5					
Calvert	24.45		65,262	8,959	
Charles	42.10	0.80	63,018	84,000	
Prince George's	14.49		42,768		
St. Mary's	35.60		118,264		
TOTAL	116.64	0.80	289,312	92,959	
No. 6					
Frederick	1.09	11.70	41,292		
Garrett	7.66	4.00	28,693		
Washington	4.48	6.68	42,502		
TOTAL	13.23	22.38	112,487		
GRAND TOTAL	415.85	108.46	456,136	1,310,270	

SURFACE TREATMENT COUNTY SYSTEM, FISCAL YEAR 1949

District and County	Miles Road	Miles Shoulder	GALLONS		
			Asphalt	Emulsion	Tar
No. 1					
Somerset	24.00			59,624	
Wicomico	75.83			189,003	
Worcester	50.21			146,904	
TOTAL	150.04			395,531	
No. 2					
Caroline	4.50			11,440	
Cecil	18.20			131,763	
Kent	5.41			49,285	
Queen Anne's	25.92			182,285	
Talbot	0.70			1,386	
TOTAL	54.73			376,159	
No. 5					
Calvert	9.59		34,758	16,738	
Charles	19.53		35,900	32,799	
St. Mary's	29.86		91,659	37,469	
TOTAL	58.98		162,317	87,006	
GRAND TOTAL	263.75		162,317	858,696	

SURFACE TREATMENT STATE SYSTEM, FISCAL YEAR 1950

District and County	Miles Road	Miles Shoulder	GALLONS		
			Asphalt	Emulsion	Tar
No. 1					
Dorchester	31.01	0.35		134,885	
Somerset	16.50	.....		62,029	
Wicomico	15.64	19.76		101,495	
Worcester	6.42	11.44		45,042	
TOTAL	69.57	31.55		343,451	
No. 2					
Caroline	3.25	5.90		35,660	
Cecil	20.80	3.70		111,619	
Kent	4.60	0.40		18,324	
Queen Anne's	6.08	4.30		38,009	
Talbot	8.75			33,306	
TOTAL	43.48	14.30		236,918	
No. 3					
Anne Arundel	0.80		2,166		
Carroll	6.22			11,223	5,477
Howard	6.15		17,035		
Montgomery	9.99			24,897	
TOTAL	23.16		19,201	36,120	5,477
No. 4					
Baltimore	10.43	13.80		74,078	
Harford	18.13			47,887	
TOTAL	28.56	13.80		121,965	
No. 5					
Calvert	19.49		15,718	51,562	
Charles	15.72		83,577	35,522	
Prince George's	26.33		59,853	23,347	
St. Mary's	10.92			38,694	
TOTAL	72.46		159,148	149,125	
No. 6					
Allegany	1.26			3,010	
Frederick	6.03			13,217	
TOTAL	7.29			16,227	
GRAND TOTAL	244.52	59.65	178,349	903,806	5,477

SURFACE TREATMENT COUNTY SYSTEM, FISCAL YEAR 1950

District and County	Miles Road	Miles Shoulder	Gallons		
			Asphalt	Emulsion	Tar
No. 1					
Somerset	36.00			221,493	
Wicomico	40.80			96,479	
Worcester	28.35			121,931	
TOTAL	105.15			439,903	
No. 2					
Caroline	1.65			16,662	
Cecil	48.02			330,080	
Kent	2.76			26,107	
Talbot	40.94			189,645	
Queen Anne's	16.45			144,588	
TOTAL	109.82			707,082	
No. 5					
Calvert	17.31			78,099	
Charles	35.50		22,191	92,797	
St. Mary's	47.15		47,275	206,062	
TOTAL	99.96		69,466	376,958	
GRAND TOTAL	314.93		69,466	1,523,943	

BEFORE IMPROVEMENT

AFTER IMPROVEMENT

PRISON LABOR WORK ON U. S. ROUTE 301 NORTH OF SWEETZERS BRIDGE

The following table covers the quantity of work performed in this phase of maintenance, on a State-wide basis, for the period of this report.

SHOULDER MAINTENANCE

Type of Work	Unit of Charge	Bitum.	Stabilized	Grass	Earth
Patching	Sq. Yds.	435,367	674,495	21,283	829,111
Blading—Dragging	Miles	360	29,814	1,843	17,760
Sodding	Sq. Yds.		1,253	27,088	652
Mowing and Hand Cutting	Miles	279	6,123	41,688	1,278
Oiling—Bituminous	Sq. Yds.	619,434	928,436	36,486	39,718
Removal—Excess Material	Cu. Yds.	15,125	3,201	77,741	302,820

GUARD RAIL

Due to the widening and improving of the shoulder areas and the provision for an easier slope on fill sections, the need for guard fence has been reduced in many instances, and consequently, many miles have been removed. Hand labor methods of painting are now being replaced by mechanical means, at a considerable saving in cost and with more lasting results.

The following table covers the quantity of work performed in this phase of maintenance, on a State-wide basis, for the period of this report.

GUARD FENCE

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
New Fence	Lin. Ft.	128,750	36,926	22,329
Posts	Number	22,015	8,027	4,652
Cable	Lin. Ft.	45,140	29,407	30,763
Fittings	Number	6,894	3,673	4,723
Paint	Gals.	6,160	1,048	445

DRAINAGE

As previously mentioned, all phases of maintenance lead to providing a smooth surface. Good drainage is a "must" to a well maintained surface, for without it no surface, regardless of depth, can withstand the pounding of present day traffic. Maintenance crews are engaged in replacing numerous cross-drains which have failed after many years of service. A yearly inspection is made of every cross-drain in the State in order to determine the condition of these pipes before failure is encountered.

The following table covers the quantity of work performed on this phase of maintenance, on a State-wide basis, for the period of this report.

DRAINAGE (Cleaning)

Type of Work	Unit of Charge	Maintenance
Ditching (New)	Lin. Ft.	286,327
Cleaning—Ditches	Lin. Ft.	5,261,032
Cleaning—Pipe Culverts	Number	29,828
Cleaning—Box Culverts	Number	1,527
Cleaning—Bridges	Number	384
Cleaning—Catch Basins	Number	4,465
Cleaning—Misc. Structures	Number	583
Riprapping	Sq. Yds.	2,972

WINTER OPERATIONS

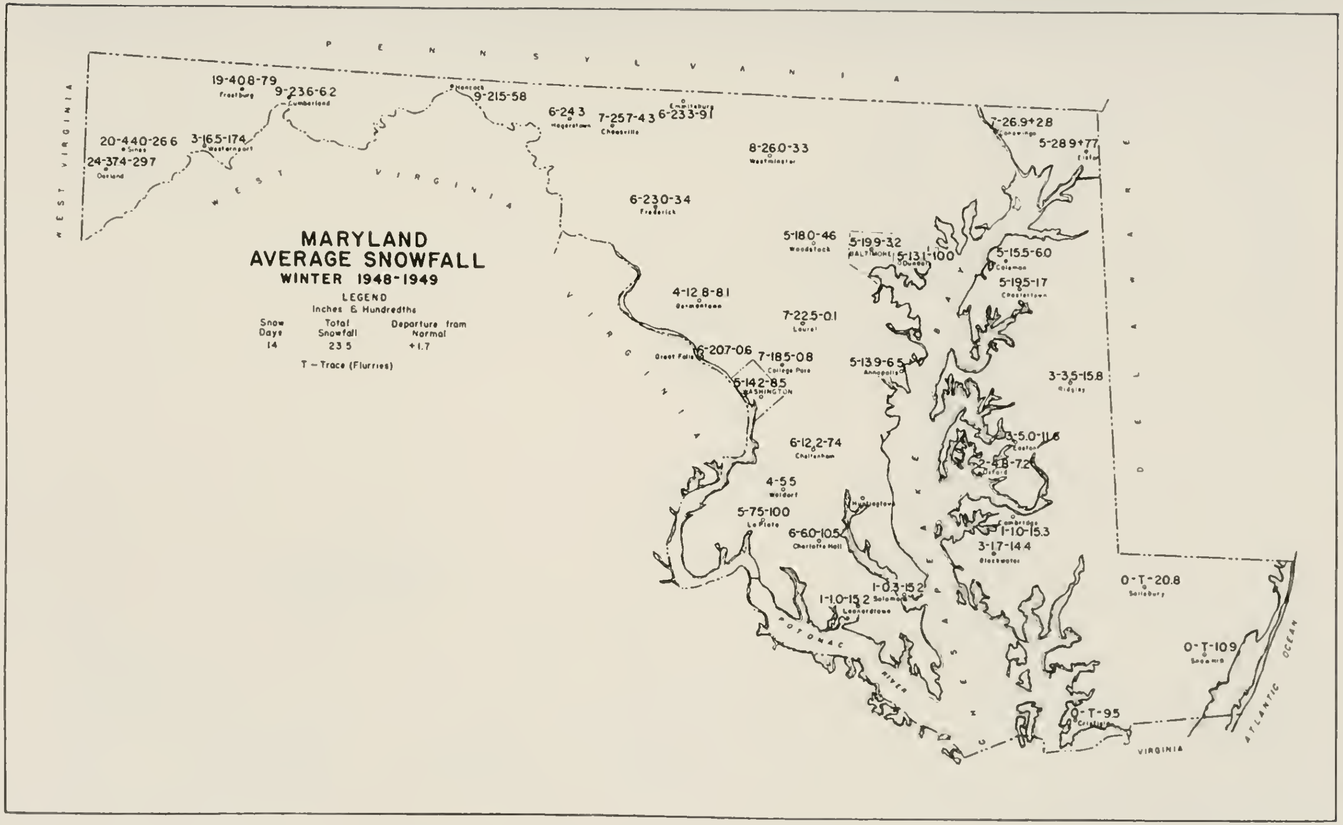
The winters covered by this report have been unusually mild, the snow fall below average and the need for cindering operations has been below normal years. However, the erection and subsequent dismantling of snow fence, the preparation and distribution of abrasive materials in storage bins and the overhauling of snow removal equipment have to be carried out, "just in case."

Approximately 321 trucks, ranging in size from three to seven tons, equipped with snow plows, either the rotary, v-type or one-way plows, and 27 motor patrol units, equipped with v-type plows, are available for snow removal operations. Approximately 300 miles of snow fence was erected and dismantled each year, during this biennium. Accompanying this report are maps showing the average snow fall over the State for the years of 1948-49 and 1949-50*.

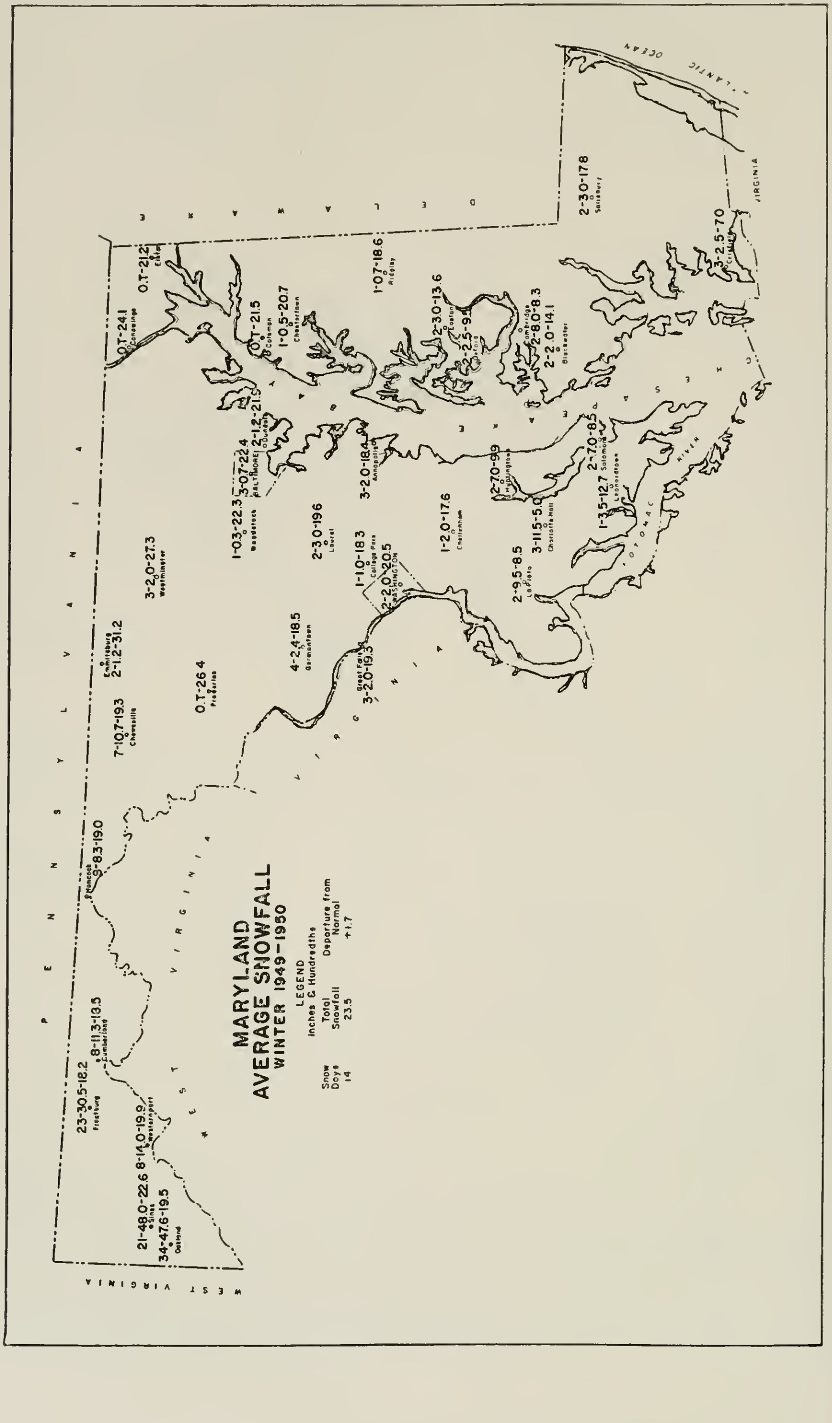
The treatment of icy roads with abrasives is an operation again demonstrating the loyalty of the entire organization. Employees realize that the fast transportation of the traveling public hinges upon the promptness and continuity of its operation in freezing and sub-freezing temperatures.

Cinders and sand are the abrasives generally used. These materials are usually treated with calcium chloride or sodium chloride, which prevents a stockpile of abrasives from freezing and, upon application, help to imbed the

* NOTE—The information contained on these maps was furnished by Mr. G. N. Brancato of the U. S. Weather Bureau.



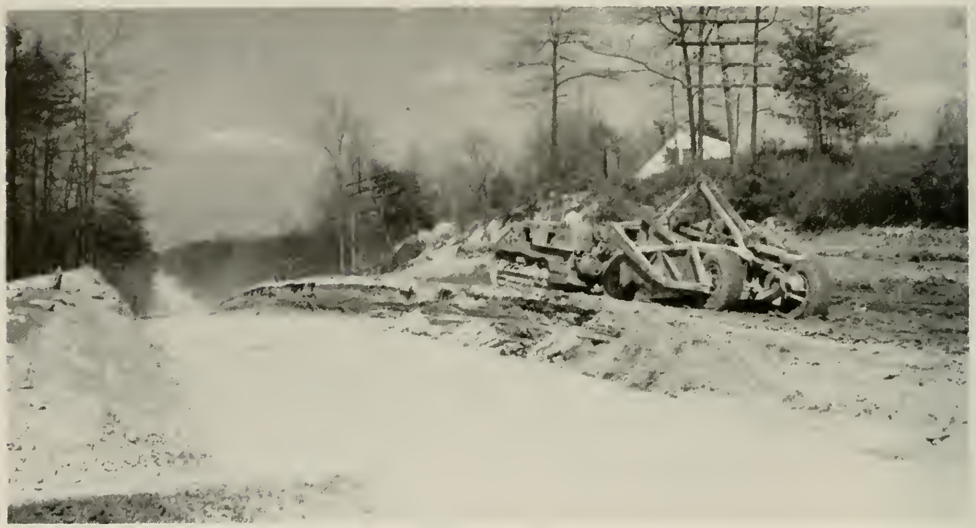
MARYLAND SNOWFALL—WINTER 1948-1949



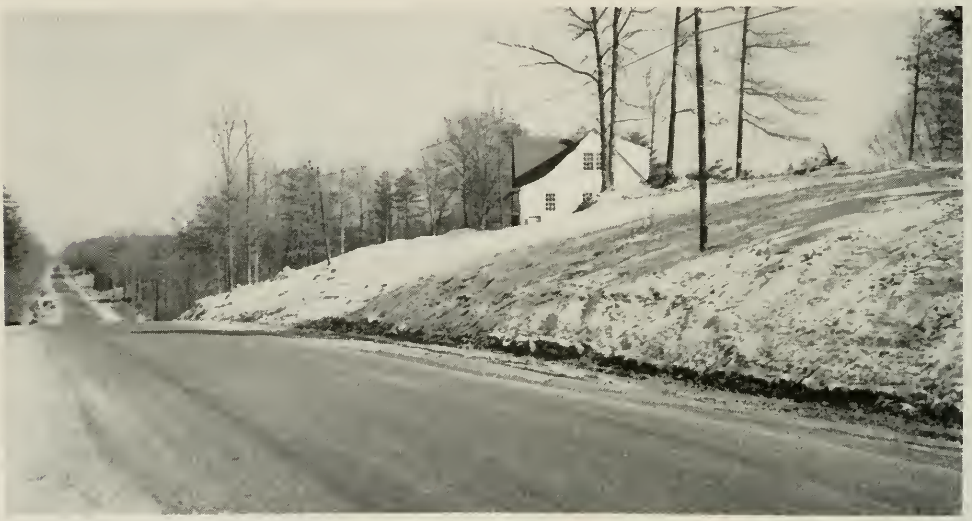
MARYLAND SNOWFALL—WINTER 1949-1950

abrasives in the ice on the pavement surfaces. Approximately 30,000 tons of this material are spread during the normal winter season. Again mechanical equipment is used in loading and applying these abrasives to the road surface.

Weather and road condition information is furnished the traveling public during the ever-changing conditions of the road surfaces during storms, etc. from the central, district and resident maintenance engineers offices. These offices are open continuously for the duration of these emergencies. The press and radio are notified, for release to the public, of information pertaining to the changes in the road surfaces or conditions. This information is compiled not only from our own forces patroling the highway, but from the State Police and the Weather Bureau. The police have been very cooperative during emergencies, and the Weather Bureau has given forecasts of weather conditions so that maintenance crews can be alerted and in this manner get a jump on any storms which might strike during the day or night.



Section of Md. Route 564 on the Lanham-Bowie Road Near Glenn Dale before Widening and Resurfacing



Same Section of Md. Route 564 after Completion

Prison Labor Project

PRISON LABOR

To relieve the idleness of the over-crowded inmates in the State Penal Institutions, the 1937 General Assembly authorized and directed the State Roads Commission to expend the sum of $100,000 annually during the fiscal years of 1939 and 1940, such monies to be used for the purpose of establishing and completing reconstruction, betterment and maintenance projects suitable for prison labor. Subsequent General Assemblies have not only continued this authorization but have empowered the State Roads Commission to use prison labor for the reconstruction and maintenance of State roads throughout the State.

Generally, the type of projects selected have been the widening, and in some cases the resurfacing of pavement surfaces with aggregate bituminous mixes, the grading and construction of earth shoulders, the extension and enlarging of drainage structures and the securing of additional rights of way, which makes the above improvements possible. This type of work results in wider, smoother and safer roadways. The construction of additional traffic lanes, at intersections of heavily traveled roads, has materially helped to ease traffic jams. The additional widening on both sides of the intersection permits an increased storage of traffic before crossing the intersection and the easy merging of traffic beyond.

Projects which have been submitted, programmed and approved by the Commission are completed under the direct supervision of the Maintenance Engineer, assisted by five Junior Assistant Highway Engineers.

Inmates used on this type of work are obtained from prison camps located at Chester, Gaithersburg and the newly established camp near Quantico in Wicomico County. In addition, inmates are transported daily from the House of Correction and the Maryland Penitentiary.

Following is a list of the projects which were authorized during the period of this report, showing those which have been completed, and percent complete as of June 30, 1950 of those still under construction.

PRISON LABOR PROJECTS—JULY 1, 1948 TO JUNE 30, 1950

Project Number	Route Number	Location	Miles	Description of Work	AUTHORIZED		Per-cent Compl.	Remarks
					Amount	Date		
AA-399X	Md. 416	Third Lane at Wavson's Corner	0.17	Widen to 33′ Spec. "B"	30,360	7- 1-48	100	
AA-399X	Md. 4	Third Lane tdw. Hills Bridge	0.55	Widen to 24′-40′ Spec. "B"			100	Resurface—Spec. "B"
AA-402X	Md. 2	Ritchie Highway—Harundale		Spec. "B" Crossover 6″	23,000	8- 9-48	9	Concrete Rebut
AA-406X	Md. 175	Millersville Road	2.21	Dirt Shoulders—Drainage	5,000	12-22-48	100	Extending Pipes and Headwalls
AA-407X	Md. 436	Post Graduate School—Gidding Ave.	0.20	Resurfacing—Spec. "B"	10,340	2-15-49	100	Billed to Anne Arundel County
AA-413X	Md. 2	Post Graduate School—Severn River	0.17	Widen to 33′ Resurface Spec. "B"	8,766	6- 7-49	100	Plus Concrete Sidewalk
AA-415X	Md. 178	General's Highway at Epping Forest Road	1.50	Base Course—Bit. Road Mix	6,600	7-19-49	100	21′ Wide
AA-415X1	Md. 178	General Highway at Epping Forest Road		Surface Course—Spec. "B" 1½″	10,780	3-29-50	88	
AA-255X27		Sandy Point Ferry Terminal		Parking Lot—Oiled Gravel	1,650	8- 2-49	100	
AA-384X3	Md. 176	Harmans—Dorsey Road		Bituminous Sub-Sealing	9,900	11-18-49	100	
AA-384X4	Md. 176	Harmons—Dorsey Road	2.63	Resurfacing Spec. "B"-22′	71,500	11-18-49	49	
AA-384X5	Md. 176	Harmons—Dorsey Road		Drainage, Shoulders, Seeding	66,000	11-29-49	53	Extending Pipe and Headwalls
AA-395X1	U.S. 301	Patapsco Riv.-Belle Grove Rd.						See B 583X1
AA-396X	Md. 436	3rd Lane twd. West Annapolis	0.08	Macadam & Conc. Curb & Gutter	2,452	5-23-49	100	
		TOTAL ANNE ARUNDEL CO.	7.51		246,348			
B-584X2	U.S. 111	McDonald's Curve and Hunt's Curve	0.20	Widen and Resurface Spec. "B"	47,150	2-15-49	100	Relocate Curve
B-584X2	Md. 439	Connection to Old York Road	0.09	Mac. Base—Spec. "B" Surf.			100	Relocate Intersection
B-583X1 AA-395X1	U.S. 301	Baltimore City Line—Belle Grove Road	2.25	Widen and Resurface Spec."B"24′	125,000	3-29-50	21	
		TOTAL, BALTIMORE CO.	2.54		172,150			
C-199X	Md. 2	Sunderland—Huntingtown	4.42	Widen—Spec. "B" to 22′	35,200	3-17-49	100	Extend Pipes
C-200X	Md. 2	Thru Prince Frederick	0.92	Widen to 22′-Resurface Spec. "B"	22,275	3-17-49	100	3½″
		TOTAL, CALVERT CO.	5.34		57,475			
Co-208X	Md. 312	North of Ridgeley	0.28	9″ Gravel Mixed in Place	11,170	2-25-49	85	Curve Relocation 24′
Co-218X	Md. 313	At Watts Creek—So. of Denton		R/W—S.L. Tibbitt Property	1,343	2-15-49	100	
		TOTAL, CAROLINE CO.	0.28		12,513			
Cl-322X	Md. 27	Mt. Airy to Howard Co. Line	1.26	Widen to 24′-Resurface Spec. "B"	92,500	3-29-50	5	Modify Curves
		TOTAL CARROLL CO.	1.26		92,500			
Ce-320X	U.S. 40	Aiken—Elkton	12.84	Asphalt Subsealing	76,676	6-26-48	80	
Ce-332X	Md. 272	Elk Neck Road	1.69	3′ Bitum. Treated Shoulders	5,500	12- 7-49	37	
		TOTAL, CECIL CO.	14.53		82,176			
Ho-245X1	Md. 99	St. John's Lane—Slack's Corner	6.30	Widen to 22′ Penet. Mac.	96,250	7- 5-49	79	
Ho-245X2	Md. 99	St. John's Lane—Slack's Corner		Resurface Spec. "B" 22′	118,450	3-25-50	2	2½″
Ho-246X1	Md. 103	Waterloo Road—Wash. Blvd.	4.96	Gravel Shoulders	13,750	6-25-50	3	
		TOTAL, HOWARD CO.	11.26		228,450			

PRISON LABOR PROJECTS—JULY 1, 1948 TO JUNE 30, 1950—*Continued*

Project Number	Route Number	Location	Miles	Description of Work	AUTHORIZED		Per-cent Compl.	Remarks
					Amount	Date		
K 169X	Md. 292	Still Pond—Betterton	2.62	Widen to 22′-Spec. “B”	97,618	7- 5-18	100	Dirt Shoulders—8′
K-169X1	Md. 292	Still Pond—Betterton		Right of Way		7- 5-48		
K-169X2	Md. 292	Still Pond—Betterton		Moving Poles	2,734	1- 5-49	100	
K-151X2		Airey Road and Collins Road	2.10	Grading-Draining-Surfacing	13,200	10-22-48	100	Detour
K-170X	U.S. 213	Kennedyville—Locust Grove	3.30	Widen to 20′ Spec. “B”	67,000	7-26-48	100	Modify Curves—Drainage
K-170X1	U.S. 213	Kennedyville—Locust Grove		Right of Way	7,700	12-22-48	100	
K-177X	Md. 561	Lynch Road	2.46	Widen to 22′-Resurface Spec. “B”	71,500	9- 8-49	89	Extend Pipes
K-179X	U.S. 213	Goose Hill—Chestertown	4.00	Widen to 24′-Spec. “B”	132,000	3-29-50		Modify Curves
K-180X	Md. 298	Fairlee—Butlertown	6.50	Widen to 22′ Resurface Sepc. “B”	275,000	3-29-50		
K-183X	Md. 289	Quaker Neck Road or Pomona Road	2.30	Widen to 22′-Surf. Treated Gravel	12,870	4-28-50		
		TOTAL, KENT CO.	23.28		679,622			
M-438X	Md. 117	Seneca Creek-Old Germantown	1.20	Widen to 20′-Pen. Macadam	18,480	7-26-48	100	
M-441X	Md. 320	White Oak—Avenal	2.02	Widen to 24′-Spec. “B”	26,950	9-16-48	100	Resurface 0.30 Miles 3″ Spec.“B”
M-442X	Md. 27	Howard Co. Line—Damascus	3.70	Widen to 22′ Resurface Spec. “B”	90,695	9-16-48	100	3″
M-445X	Md. 108	At Damascus	0.23	Widen to 22′ Resurface Spec. “B”	7,700	12-28-48	100	Drainage
M-451X	Md. 190	River Rd. to Plummer's Corner	1.76	Widen to 22 -Spec. “B”	22,440	3- 9-49	100	Enlarge Drainage Structures
M-452X	Md. 28	Darnestown—Dawsonville	3.50	Widen to 22′-Spec. “B”	39,958	3- 9-49	89	Extend Pipes
M-456X	Md. 28	Dawsonville—Beallsville	5.50	Widen to 22′-Spec. “B”	84,040	5-24-49	73	Extend Pipes
M-462X F-503X	Md. 28	Beallsville to Licksville (US. 15)	7.00	Widen to 22′-Pen. Macadam	106,260	8- 9-49	64	Extend Pipes
M-465X	Md. 97	Brookville to Howard Co. Line	4.13	Widen to 22′	77,000	9- 8-49	88	Extend Pipes
M-467X	U.S. 240	Gaithersburg—Rockville	4.64	Widen to 24′-Pen Macadam	208,704	3-29-50		Extend Pipes—Modify Curves
M-454X	Md. 193	At Seek's Corner		Improving Sight Distance	550	5- 3-49	100	
M-426		Prison Camp		Barracks Assembly	3,000	12-12-47	100	From Ft. Geo. G. Meade
M-426-1		Prison Camp		Painting, Well, Plumbing, Electric	5,000	6- 7-48	100	
M-475X		Prison Camp		Painting Roof	770	5-15-50	19	
		TOTAL, MONTGOMERY CO.	33.68		691,547			
P-643X	Md. 4	Wells Corner—Hill's Bridge	1.40	Widen to 24′ Resurface Spec. “B”	11,000	9-16-48	100	
P-657X	Md. 5	Approx. .90 Miles South of D. C. Line		24′ Bituminous Road Mix	21,296	6- 1-49	100	
P-657X1	Md. 5	To Surrattsville High School		Widen to 24′ Resurface Spec. “B”	27,500	8-22-49	100	
P-663X	Md. 5	Surrattsville	7.70	Widen to 22′ Resurface Spec. “B”	57,200	9-23-49	100	
P-676X	Md. 5	Surrattsville to T. B. Cut-off	4.10	Widen to 24′ Resurface Spec. “B”	100,000	3-29-50	09	
P-667X	Md. 212	Riggs Road	2.59	Widen to 24′ Resurface Spec. “B”	40,260	11- 3-49	54	
P-675X	Md. 564	Seabrook—Bowie	4.35	Widen to 22′ Resurf. Oiled Gravel	114,080	3-29-50	65	
P-677X	U.S. 50	Edmonston Rd.—Landover Rd.	0.50	Resurface Spec.“B” Curb to Curb	100,000	3-29-50		
		TOTAL PR. GEORGE'S CO.	20.64		471,336			
Q-223X	Md. 19	Church Hill—Ingleside	7.24	Widen to 20′ Bit. Treated Should.	21,683	8-27-48	91	R. W Costs Separate
Q-223X1	Md. 19	Church Hill—Ingleside	4.30	Bit. Treated Shoulders	31,680	4-12-49	100	
Q-223X2	Md. 19	Church Hill—Ingleside	7.21	Resurface 22′ Spec. “B”	120,120	3-29-50	19	
Q-225X	Md. 19	Church Hill—Ingleside		Drainage—Headwalls	5,500	11- 5-48	100	
Q-236X1	Md. 300	Church Hill—Duhamel's Corner	8.79	Widen to 22′ Resurface Spec.“B”	319,000	12-16-49	76	5—Curve Relocations
Q-240X	U.S. 50	Matapeake—Stevensville	0.80	Widen to 30′ Bit. Surf. Treated	4,400	6-20-50	19	1—Curve Relocation
		TOTAL, QUEEN ANNE'S CO.	28.37		502,383			
Wi 262-114		Prison Camp at Quantico			24,200	1-31-50	57	
		TOTAL, WICOMICO CO.			24,200			

EQUIPMENT DIVISION

Accompanying Table 1 shows the amount of Equipment Owned by the Maryland State Roads Commission as of June 30, 1950 by Districts and Divisions.

During the Fiscal Year of 1949, the Commission's purchases of new equipment amounted to $815,087.17 and during the Fiscal Year of 1950 totaled $444,738.11. The details of these purchases are shown in the accompanying Table 2. The amounts as shown represent total costs without trade-in deductions.

In the purchasing of New Equipment the Commission received on trade-ins or outright sales of old equipment, the amount of $48,912.82 for the Fiscal Year of 1949 and $62,630.38 for the Fiscal Year of 1950 as shown in detail in the accompanying Table 3.

ROADSIDE DEVELOPMENT

The Roadside Development Division's activities are under the supervision of the Landscape Engineer. He is responsible for the control and direction of all professional administrative landscape work. His duties are to prepare, or to supervise the preparation of highway landscape plans and specifications necessary for the completion of landscape projects to be done by contract or otherwise; to supervise or superintend construction of such projects; to prepare landscape development programs; to inspect areas and to make reports as to acquisition of land and selection of sites for proposed landscape development.

In this Division, there are experienced landscape men who operate out of Baltimore City and work in all six of the Commission's Districts. These men, although few in number, act as a nucleus among men on landscape projects of size and importance. They handle, assist, or supervise all the important work of the Commission which pertains to landscaping.

The Division's routine work consists of the maintenance of all trees and shrubbery planted by or under the direction of the Division, also, the numerous specially developed landscape features of utility such as memorials, wayside picnic and rest areas, off-the-highway parking areas, and scenic over-looks. It gives landscape advice and assistance to the various departments of the Commission.—To the Construction Division it furnishes plans and specifications and also the supervision of difficult landscape construction work; to the Maintenance Division advice and assistance pertaining mostly to the control of erosion; to the Right of Way Division information, advice and cost estimates for the moving or resetting of plant material from the limits of newly acquired rights of way; to the Division of Bridge Design advice and assistance for controlling erosion on areas adjacent to bridges, and to the District Engineers advice and assistance on numerous items of work of a landscape nature. It

TABLE 1
Equipment of the Maryland State Roads Commission as of June 30, 1950

Type of Equipment	Dist. 1	Dist. 2	Dist. 3	Dist. 4	Dist 5.	Dist. 6	Div. 7	Div. 8	Div. 9	Div. 10	Div. 11	Div. 12	Div. 13	Div. 14	Div. 15	Div. 16	Div. 17	Div. 18	Div. 19	Div. 20	Div. 21	Div. 24	Div. 29	Total
Passenger Cars																								
Buicks	1	1	1	1	1	1	1	3	....	1	1	4	1	1		2	1		1	1	1	1		28
Cadillacs										1														1
Chevrolets	7	8	8	6	7	6	3	2	5	1	1		6	4	1	13	1	8	8	5	29	6		135
Tot. Passenger Cars	8	9	9	7	8	7	4	5	5	6	2	4	7	5	1	15	2	8	9	6	30	7		161
Trucks																								
Carry Alls																								
Chevrolets													1							1			7	9
G.M.C.													17		1								8	26
Compressor																								
Mounted																								
Chevrolets			1					1																2
Dodges			1	1																				2
G.M.C.			1																					1
Core Drills																								
Federals																1								1
Crushers																								
Macks						1																		1
Distributors																								
G.M.C.				1																				1
Dumps																								
Autocars						1																		1
Corbitts		3		2	1	4																		10
Dodges			2		1																			3
Federals	3	18	11	13	29	19			2															98
Fords					1																			1
F.W.D.	5	2	1	3	1	7																		19
G.M.C.	26	28	22	9	12	11			3															111
Internationals		3	2			2																		7
Macks	2	7	1	15	19	5																		19
Oshkoshs		1	5			3																		9
Walters					1	7																		8
Whites		4				8																		12
Paint																								
G.M.C.															1									1
Panels																								
Chevrolets									1															1
Dodges					1																			1
Pickups																								
Chevrolets	10	5	7	5	6	7									1			3	1			1		46
Dodges		1			1	2																		1
Fords			2	2	1	1																		6
Internationals	3		1			1																		5
Pile Drivers																								
Dodges	1																							1
Screensides																								
Chevrolets	1	1	2		1	1						1												7
Dodges		1	1	1	1																			4
Fords				1																				1

TABLE 1—*Continued*

EQUIPMENT OF THE MARYLAND STATE ROADS COMMISSION AS OF JUNE 30, 1950

TYPE OF EQUIPMENT	Dist. 1	Dist. 2	Dist. 3	Dist. 4	Dist. 5	Dist. 6	Dist. 7	Div. 8	Div. 9	Div.10	Div.11	Div.12	Div.13	Div.14	Div.15	Div.16	Div.17	Div.18	Div.19	Div.20	Div.21	Div.24	Div.29	TOTAL
STAKES																								
Federals		1																						1
STATION WAGONS																								
Fords																			1			1		2
Willys																				6				6
TANKS																								
Federals								1																1
Internationals		1																						1
TOWERS																								
G.M.C.																			1					1
TRACTORS																								
Federals																		1						1
Internationals	1	1	1	1	1	1																		6
TRAFFIC SIGNAL MAINTENANCE																								
Chevrolets																			1					1
UTILITY																								
Federals																			1					1
VANS																								
Chevrolets																			1					1
WATER WAGONS																								
Indianas			1																					1
WELDERS																								
Fords				1																				1
WRECKERS																								
Dodges			1																					1
TOTAL TRUCKS	52	77	66	55	77	81		2	6			1	18		3	1		4	6	7		2	15	473
MISCELLANEOUS EQUIPMENT																								
AUTO PATROLS	15	20	8	5	14	6			4															72
BOATS			1		1																			2
BORING MACHINES														2										2
BREAKERS (Pavement)				1																				1
BRIDGE TEST DRIVERS		1																						1
CLEANERS (Steam)	4	5	4	4	4	4												1						26
COMPRESSORS	3	6	4	5	5	4		1																28
CONVEYORS	1	5	2	3	4	3																		18
CORE DRILLS														1		3								4
CRACK FILLERS				2		1																		3
CRANES (Mobile)	1	1	1	1		1																		5
CRUSHERS				2		2																		4
DITCHERS				1																				1
ENGINES	1	2	4	4	3	2																1		17
FINISHERS (Transverse)				1																				1
GENERATORS	1		1																2					4
GRADERS	8	18	2	1	12																			41
GROOVERS				1																				1
HEATERS (Tar)	11	23	22	18	22	23			1															120
IMPACTORS	1					1																		2
LIGHTING SYSTEMS	1			1	1	1																		4

TABLE 1—*Continued*

Equipment of the Maryland State Roads Commission as of June 30, 1950

Type of Equipment	Dist. 1	Dist. 2	Dist. 3	Dist. 4	Dist 5.	Dist. 6	Div. 7	Div. 8	Div. 9	Div.10	Div.11	Div.12	Div.13	Div.14	Div.15	Div.16	Div.17	Div.18	Div.19	Div.20	Div.21	Div.24	Div.29	Total
Loaders	3	6	8	1	6	6			2															35
Mixers (Bit.)	5	7	4	3	4	9												1						33
Mixers (Conc.)	1	3	1	3	2	3																		13
Mowers (Hand)	4	5	6	1	5	1		1														3		26
Mowers (High Way)	12	26	22	19	16	15																		110
Mud Jacks									1															1
Paint Machines (Hand)	1	2	1	1	2	1																		8
Pile Drivers	2				2																			4
Planers	3	4	2	3	2	3																		17
Pumps	7	2	9	4	2	6						2		2										31
Rollers	12	15	19	9	16	21			3									1						96
Roughness Indicator																1								1
Saws (Chain)		2	1	4	1	6			2															16
Saws (Concrete)									1															1
Scrapers		1																						1
Scythes (Motor)								1																1
Sealers				1																				1
Shovels	2	2	1	2	1	1																		9
Snow Plows (Rotary)				1		1												1						3
Sprayers (Asphalt)				1																				1
Spreaders (Asphalt)									3															3
Sweepers	3	3	2	1	3	2			2									2						19
Tractors	5	9	2	1	8	3			1									1				1		31
Trailers	4	12	4	2	2	5										2								33
Viabrators				2																				2
Welders	1	1	1	1	1	2																		7
Total Miscellaneous Equipment	112	181	132	116	139	133		3	20			2		5		6		7	2			5		863
Grand Total—All Equipment	172	267	207	178	224	221	4	10	31	6	2	7	25	10	4	22	2	19	17	13	30	11	15	1,500

TABLE 2

AMOUNT AND COST OF EQUIPMENT PURCHASED BY THE MARYLAND STATE ROADS COMMISSION DURING THE FISCAL YEARS OF 1949 AND 1950

Type of Equipment	TOTALS				GRAND TOTAL	
	Fiscal Yr. 1949		Fiscal Yr. 1950			
	Amt	Cost	Amt	Cost	Amount	Cost
Passenger Cars:						
Buicks	4	$ 9,453.50	7	$ 16,891.50	11	$ 26,345.00
Cadillacs			1	4,333.31	1	4,333.31
Chevrolets	14	20,193.60	37	58,403.30	51	78,596.90
Total Passenger Cars	18	$ 29,647.10	45	$ 79,628.11	63	$109,275.21
Trucks:						
Carry Alls:						
Chevrolets	1	$ 1,628.75			1	$ 1,628.75
G.M.C.	14	22,923.92	15	$ 24,250.05	29	47,173.97
Core Drills:						
Federals			1	6,350.00	1	6,350.00
Dumps:						
Corbitts	10	74,500.00			10	74,500.00
G.M.C.	65	188,485.05	46	120,521.38	111	309,006.43
Panels:						
Chevrolets			1	1,324.49	1	1,324.49
Pickups:						
Chevrolets			4	4,770.33	4	4,770.33
Dodges	4	5,016.55			4	5,016.55
Fords			5	5,682.50	5	5,682.50
Internationals			5	6,724.55	5	6,724.55
Screensides:						
Chevrolets			1	1,447.95	1	1,447.95
Dodges	4	8,955.60			4	8,955.60
Fords			1	2,087.00	1	2,087.00
Station Wagons:						
Fords	1	1,899.00			1	1,899.00
Willys			6	10,469.04	6	10,469.04
Tanks:						
Federals			1	3,446.89	1	3,446.89
Traffic Signal Maintenance:						
Chevrolets			1	2,755.45	1	2,755.45
Total Trucks	99	$303,408.87	87	$189,829.63	186	$493,238.50
Miscellaneous Equipment:						
Auto Patrols	21	$204,823.50	2	$ 14,503.00	23	$219,326.50
Cleaners (Steam)			1	492.53	1	492.53
Compressors	2	856 00	5	12,249.00	7	13,105.00
Conveyors			4	5,338.41	4	5,338.41
Cranes (Mobile)	3	53,882.71	1	18,199.00	4	72,081.71
Generators	1	40.00	1	479.00	2	519.00
Graders	3	10,134.00	9	18,285 30	12	28,419.30
Groovers	1	975.15			1	975.15
Heaters (Tar)	7	4,620.00	14	6,309.04	21	10,929.04
Impactors	2	1,455.35			2	1,455.35
Loaders	20	125,193.00	1	7,557.40	21	132,750.40
Mixers (Bit.)	2	5,488.00	3	9,375.90	5	14,863.90
Mowers (Hand)	7	1,219.60	9	2,286.25	16	3,505.85
Mowers (High Way)	15	22,925.00	7	11,345.02	22	34,270.02
Paint Machines			6	3,882.10	6	3,882.10
Planers			1	627.20	1	627.20
Pumps	3	732.00	2	757.67	5	1,489.67
Rollers			6	21,037.00	6	21,037.00
Roughness Indicator	1	1,163.25			1	1,163.25
Saws (Chain)	4	2,076.10	8	2,738.50	12	4,814.60
Saws (Concrete)	1	1,414.14			1	1,414.14
Scrapers	1	3,670.00			1	3,670.00
Sealers			1	1,642.75	1	1,642.75
Snow Plows (Rotary)			1	21,130.30	1	21,130.30
Spreaders (Asphalt)	1	6,210.00	1	6,210.00	2	12,420.00
Sweepers	4	4,152.40	1	870.00	5	5,022.40
Tractors	3	23,623.00	1	9,965.00	4	33,588.00
Trailers	2	7,378.00			2	7,378.00
Total Miscellaneous Equipment	104	$482,031.20	85	$175,280.37	189	$657,311.57
Grand Total—All Equipment	221	$815,087.17	217	$444,738.11	438	$1,259,825.28

TABLE 3

AMOUNT AND SALVAGE OF EQUIPMENT TRADED IN OR SOLD BY THE MARYLAND STATE ROADS COMMISSION DURING THE FISCAL YEARS OF 1949 AND 1950

Type of Equipment	Fiscal Years				Grand Total	
	1949		1950			
	Amt.	Salvage	Amt.	Salvage	Amount	Salvage
PASSENGER CARS:						
Buicks	3	$ 2,080.00	11	$ 8,781.06	11	$ 10,861.06
Cadillacs			1	2,000.00	1	2,000.00
Chevrolets	7	4,878.00	28	23,177.40	35	28,055.40
TOTAL PASSENGER CARS	10	$ 6,958.00	40	$ 33,958.46	50	$ 40,916.46
TRUCKS:						
CARRY ALLS:						
Chevrolets			5	$ 1,153.11	5	$ 1,153.11
COMPRESSORS:						
Fords	1	$ 380.00			1	380.00
DEMPSTER DUMPSTERS:						
Macks	1	125.00			1	125.00
DUMPS:						
Dodges	10	2,820.25	1	230.00	11	3,050.25
Federals	6	2,280.00	9	2,590.00	15	4,870.00
Fords	1	62.50			1	62.50
F.W.D.	8	1,400.00	8	1,510.00	16	2,910.00
G.M.C.	3	1,140.00			3	1,140.00
Indianas	19	6,175.00	2	841.09	21	7,016.09
Internationals	7	2,531.56	2	460.00	9	2,991.56
Macks	10	3,698.00	14	2,991.00	24	6,689.00
Walters	2	226.00	2	460.00	4	686.00
Whites	6	1,915.00	8	1,700.00	14	3,615.00
MUD JACKS:						
Internationals			1	50.00	1	50.00
PICKUPS:						
Chevrolets			5	1,405.88	5	1,405.88
Fords			3	813.82	3	813.82
Internationals			1	225.00	1	225.00
Plymouths	1	310.00			1	310.00
SCREENSIDES:						
Chevrolets	1	276.00	2	790.11	3	1,066.11
Dodges	1	236.26			1	236.26
Fords	3	604.75			3	604.75
STATION WAGONS:						
Internationals			2	503.11	2	503.11
TOWERS:						
G.M.C.	1	101.00			1	101.00
TOTAL TRUCKS	81	$ 24,281.32	65	$ 15.723.12	146	$ 40,001.41
MISCELLANEOUS EQUIPMENT:						
AUTO PATROLS	12	$ 8,400.00			12	$ 8,400.00
CLEANERS			1	$ 20.00	1	20.00
COMPRESSORS			3	1,075.00	3	1,075.00
CONVEYORS	1	1,100.00	2	100.00	3	1,200.00
CRUSHERS	1	125.00			1	125.00
ENGINES (Gas)	2	6.00			2	6.00
GRADERS (Fine)			1	60.00	1	60.00
GRADERS (Form)			1	60.00	1	60.00
GRADERS (Pull)	1	96.00			1	96.00
HEATERS (Tar)	12	40.50	14	431.00	26	171.50
LOADERS	2	2,200.00	4	2,700.00	6	4,900.00
MIXERS (Bit.)	3	105.00	6	736.10	9	811.10
MIXERS (Conc.)	1	20.00			1	20.00
MOWERS (High Way)			2	796.00	2	796.00
PAVERS			2	5,040.00	2	5,040.00
PLANERS	1	15.00			1	15.00
ROLLERS			3	228.00	3	228.00
SHOVELS	3	3,000.00	2	1,000.00	5	1,000.00
SPREADERS (Concrete)			1	150.00	1	150.00
SWEEPERS	1	150.00			1	150.00
TRACTORS	6	2,156.00	5	552.70	11	2,708.70
TRAILERS	2	260.00			2	260.00
TOTAL MISCELLANEOUS EQUIPMEET	48	$ 17,673.50	47	$ 12,918.80	95	$ 30,622.30
GRAND TOTAL—ALL EQUIPMENT	139	$ 48,912.82	152	$ 62,630.38	291	$111,543.20

TYPICAL ROADSIDE PICNIC AREA SUCH AS HAVE BEEN ESTABLISHED ALONG U. S. ROUTE 40 WEST OF FREDERICK

BEAUTIFUL WHITE OAK, 40 IN. IN DIAMETER, IN THE CENTER PARK AREA OF EDMONDSON AVENUE EXTENDED. ALT. U. S. ROUTE 40, NEAR BALTIMORE CITY LINE also gives advice to other State Departments, including municipalities, town and State Institutions.

This Division cooperates very closely with garden clubs and other civic organizations throughout the State. It furnishes advice and labor to these organizations on all of their State approved roadside planting projects. Under this policy, thousands of trees and shrubs have been furnished by civic organizations and planted by the Commission. The Division take great pride in these plantings and special effort is given to their maintenance so as to assure successful and creditable results.

The most outstanding project yet to be undertaken in the State by the civic organizations, a project sponsored by the State Garden Club Federation, is the creation of a memorial highway to the armed forces of World War II to be known as the "Blue Star Memorial Highway." Such highways are being created and dedicated throughout the country. Maryland's Blue Star Highway has already been designated by the Legislature. It traverses the route from the Potomac River Bridge, over the new Chesapeake Bay Bridge, to Warwick, a distance of 115 miles. Most of this highway is programmed for new construction and as sections become complete, they will be landscaped, embodying the best of nature's offerings in the particular place and conditions so as to preserve the character of the environment. The greater part of the plant material for this work is to be supplied by civic organizations and others wishing to contribute to such a worthy cause. The State Federation of Garden Clubs is now in the process of collecting donations to be used for purchasing Blue Star Markers and plant material. In cooperation with this project, it is expected that the Commission will furnish labor and equipment in accordance with our policy of cooperation in roadside planting.

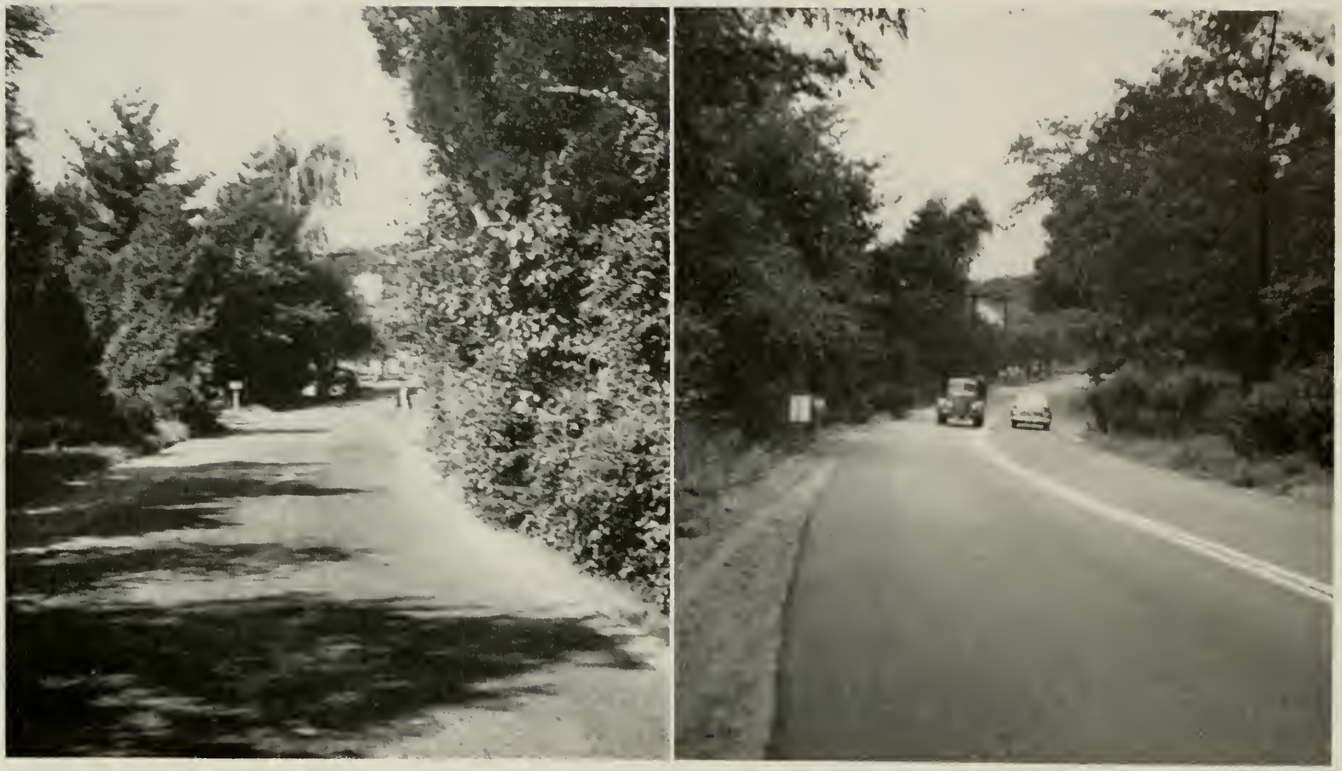
The Construction Engineer and the Landscape Engineer work together on reconnaissance and surveys for the purpose of integrating landscape features and principles in the construction of highways and their appurtenances. In addition to the integration of wayside areas having potent possibilities for landscape development, the Division is now more than ever conserving desirable existing trees and shrubs both small and large which happen to be in the center park area of dual highways. This material is being conserved above and below grade, as well as on grade of the highway lanes. In addition to the outstanding attractiveness these existing trees give, (and for which there is no substitute), they also screen headlight glare especially well in sections where conservation is above grade. The integration of such conservation, principles and practices in location and design of the new highway, results in having a complete highway built around the four basic qualities of utility, safety, beauty and economy.

The Division's accomplishments for the fiscal years 1949-1950 done with State forces and prison labor forces and for which this Division furnished plans, specifications, advice, assistance and supervision, are listed as follows:

July 26, 1948	F–417X6–615, Frederick-Hagerstown, U. S. Rt. 40, 16.0 miles, 15,300 sq. yds. reshaping slopes, 15,300 sq. yds. seeding and mulching.
October 15, 1948	F–417X5–611, South Mountain on Frederick-Hagerstown Highway, constructed and landscaped scenic over-look.
September 14, 1948	Q–170X11–215, Matapeake Ferry Terminal, 0.5 miles, 655 sq. yds. sodding, 10,500 sq. yds. seeding park area, 600 sq. yds. seeding and mulching, 20 shade trees, 50 shrubs.
November 10, 1948	M–354X7–315, Georgia Ave. at Silver Spring, 2,200 sq. yds. sodding, 2,200 sq. yds. reshaping slope areas.
November 20, 1948	M–354–6–315, Georgia Ave. thru Silver Spring, 3,225 red barberry, 73 shrubs.
March 4, 1949	M–445X315, Damascus toward Ridgeville and toward Washington, 4.0 miles, moving 150 pieces of shrub, 2,000 sq. yds. sodding.
May 20, 1949	B–584X2–415, two miles south of Maryland Line on York Road, 10,000 sq. yds. seeding and mulching.
June 27, 1949	B–579X3–415 & H–319X6–415, Pulaski Highway, Magnolia-Cowenton, 8.0 miles, 12,000 sq. yds. mulch-seeding, 100 willow trees, 60 shrubs, 2,000 sq yds. sod.
July 25, 1949	H–314X5–415, Pulaski Highway from Bush to Aberdeen, 5.0 miles, 10,000 sq. yds. seeding and mulching, 1,000 sq. yds. sodding, 100 shrubs.
August 10, 1949	Ch–269X515, U. S. Rt. 301 in Charles County, constructed two-wayside picnic areas and landscaped same.
August 29, 1949	H–314X7–415, Pulaski Highway from Magnolia to Bush, 5.0 miles, 2,500 sq. yds. seeding and mulching, 1,600 sq. yds. sodding, 1,000 vines, 5,100 sq. yds. reshaping slopes.
October 9, 1949	Q–199X2–211, Approaches to Wye Narrows Bridge, 3,111 sq. yds. seeding and mulching, 210 sq. yds. sodding.
October 26, 1949	AA–255X28–315, Sandy Point Ferry Terminal, 2,000 ft. 440 pieces of shrubbery, 5,000 sq. yds. seeding park area.
November 10, 1949	B–579X4–415, Pulaski Highway from Martin's Road to Cowenton, 4.0 miles, 12,000 sq. yds. seeding and mulching, 4,000 sq. yds. sodding, 100 weeping willows, 40 shrubs.
November 15, 1949	Wi–398X615, Hagerstown, U. S. Rt. 40 east for 1.0 mile 80 shade trees, 20 willow trees, 10 large evergreens, 70 shrubs.
January 10, 1950	AA–417X314, Harundale on Governor Ritchie Highway, 1.9 miles, 55,000 sq. yds. seeding park area, 100 shade trees, 150 shrubs.
April 10, 1950	AA–384X5–315, Dorsey Road, Harmans to Dorsey, 2.3 miles, 12,419 sq. yds. sodding, 30,000 sq. yds. seeding and mulching.
May 8, 1950	M–465X315, Rt. 97, Dawsonville-Beallsville, 5.5 miles, 25,000 sq. yds. seeding and mulching, 1,500 sq. yds. sodding, 300 vines.
May 17, 1950	Ho–245X2–315, Md. Rt. 99, Slack's Corner-St. John's Lane, 6.3 miles, 45,000 sq. yds. seeding and mulching, 800 sq. yds. sodding.
June 16, 1950	Cl–322X1–315 & F–488X2–615, Ridgeville-Mt. Airy Road, 0.2 miles, 800 sq. yds. sodding, moving 350 shrubs.

The Division's accomplishments for the fiscal years 1949-1950 done by contract and for which this Division supplied the plans, specifications and supervision are listed as follows:

July 13, 1948	B–332–5–415, Relocated section of Sulphur Spring Road at the Pennsylvania Railroad, 0.596 miles, 1,000 sq. yds. topsoil furnished and placed, 7,000 sq. yds. seeding and mulching, 1,000 sq. yds. seeding park area.
July 27, 1948	P–522–1–515, Queens Chapel Road beginning at the north side of Northwest Branch and extending northeast to Columbia Avenue, 0.54 miles, 2,250 sq. yds. topsoil furnished and placed, 5,275 sq. yds. sodding, 2,222 sq. yds. seeding park area.
September 7, 1948	AA–341–2–315, Beginning at Mayo Road, 0.2 miles northwest of Md. Rt. 468 and extending northwest to Davidsonville Road, 1.721 miles, 33,500 sq. yds. seeding and mulching, 1,777 sq. yds. seeding park area.
September 21, 1948	Ho–223–1–350, Beginning on Baltimore-Washington Boulevard, 1.0 miles northeast of Patuxent River and run northwest to the intersection of Md. Rt. 216, 2.0 miles southeast of Scaggsville, 2.081 miles, 32,000 sq. yds. seeding and mulching.
September 21, 1948	Ho–234–1–315, Frederick Road, U. S. Rt. 40, beginning at Pine Orchard and extending northwesterly toward West Friendship, 0.407 miles, 15,000 sq. yds. placing stockpiled topsoil, 7,200 sq. yds. seeding and mulching, 7,777 sq. yds. seeding park area, 200 sq. yds. sodding.
September 28, 1948	P–519–1–515, Along Marlboro By-pass, 1.4 miles north of Well's Corner on U. S. Rt. 301 and extending southwest toward Cheltenham, 7.245 miles, 245,000 sq. yds. seeding and mulching, 13,500 sq. yds. sodding.
October 13, 1948	B–578–2–415, Along York Road Relocation, beginning at Timonium Road and U. S. Rt. 111, north to Shawan Road, 4.124 miles, 29,000 sq. yds. sodding.
October 13, 1948	Ho–235–2–315, Along Dorsey Road, Md. Rt. 176 to Washington Boulevard, U. S. Rt. 1, 0.379 miles, 1,650 sq. yds. sodding.
October 19, 1948	AA–368–3–358, Washington-Baltimore Expressway, beginning at Hammonds Ferry Road and extending south to Winterson Road, 1.535 miles, 55,000 sq. yds. placing stockpiled topsoil, 34,900 sq. yds. sodding, 76,200 sq. yds. seeding and mulching.
October 19, 1948	W–391–1–615, Along National Pike, U. S. Rt. 40, beginning at Rohrersville Road, Md. Rt. 67 and extending northeast to eastern limits of Funkstown, 8,304 miles, 1,425 sq. yds. sodding.
November 16, 1948	T–125–1–215, Along Md. Rt. 404, beginning at intersection of U. S. Rt. 213 and Md. Rt. 404, near Wye Mills and extending toward Denton, 0,538 miles, 10,700 sq. yds. placing stockpiled topsoil, 10,700 sq. yds. seeding and mulching, 1,000 sq. yds. sodding.
November 23, 1948	S–156–1–115, Relocated section of Westover-Marion Road, Md. Rt. 413, beginning in Westover and extending to beginning of existing concrete road, 0.71 miles southwest of Marion, 7.620 miles, 127,100 sq. yds. seeding and mulching, 1,850 sq. yds. sodding.
November 23, 1948	AA–392–1–358, Along Friendship International Airport Road beginning at northwest boundary line of airport and extending northwest toward Washington-Baltimore Expressway Interchange Area, 0.582 miles, 11,000 sq. yds. placing furnished topsoil, 37,600 sq. yds. seeding and mulching, 9,000 sq. yds. sodding.
December 28, 1948	Ch–264–1–515, Md. Rt. 3, beginning at Newburg at the intersection of U. S. Rt. 301 and Md. Rt. 3 and extending southeast to Tompkinsville, 5.923 miles, 19,300 sq. yds. placing stockpiled topsoil, 8,600 sq. yds. sodding, 46,200 sq. yds. seeding and mulching.
January 18, 1949	Q–224–1–215; Co–173–1–215, Relocation of Md. Rt. 404 beginning at a point approximately 1 mile west of Queen Anne's County and extending southward toward Denton, 3.859 miles, 40,000 sq. yds. placing stockpiled topsoil, 1,600 sq. yds. sodding, 103,700 sq. yds. seeding and mulching.



BEFORE IMPROVEMENTS

AFTER IMPROVEMENTS

SECTION OF HIGHWAY ALONG MD. ROUTE 103, MONTGOMERY ROAD AT LAWYER'S HILL INTERSECTION IN HOWARD COUNTY, WHERE A HAZARDOUS CONDITION CAUSED BY NARROW ROADWAY AND OVERGROWN SHRUBBERY WAS ELIMINATED BY WIDENING AND RESURFACING ROAD AND TRIMMING SHRUBBERY.

January 25, 1949	AA 368-4-358; Washington-Baltimore Expressway, 2.122 miles, 54,700 sq. yds. topsoil furnished and placed, 28,100 sq. yds. sodding, 121,700 sq. yds. seeding and mulching.
March 1, 1949	T-125-1-215, Md. Rt. 404 beginning at intersection of U. S. Rt. 213 and Md. Rt. 404 near Wye Mills and extending easterly towards Denton, 0.538 miles, 10,700 sq. yds. seeding and mulching.
March 15, 1949	Wo-285-1-150, Md. Rt. 589, beginning 2.7 miles southeast of U. S. Rt. 113 towards U. S. Rt. 213 at Gray's Corner, 1.893 miles, 16,700 sq. yds. topsoil furnished and placed, 2,650 sq. yds. seeding and mulching.
March 15, 1949	Co-210-1-215, Md. Rt. 313 and 404, beginning at a point approximately 2.0 miles south of Denton and extending southeast toward Anderson, 7,700 sq. yds. topsoil furnished and placed, 10,000 sq. yds. placing stockpiled topsoil, 27,500 sq. yds. seeding and mulching.
March 22, 1949	S-156-1-115, Md. Rt. 413, beginning in Westover and extending to beginning of existing concrete road, 1,850 sq. yds. sodding, 127,100 sq. yds. seeding and mulching.
April 26, 1949	Co-195-1-215, Md. Rt. 313, beginning 1.0 miles north of Greensboro and extending south by relocation to intersection of Md. Rt. 314 and Boyce Mill, 1.068 miles, 8,700 sq. yds. placing stockpiled topsoil, 18,200 sq. yds. seeding and mulching, 2,000 sq. yds. sodding.
May 10, 1949	B-582-415, Along the Frederick Road, 1.119 miles, 1,400 sq. yds. seeding and mulching.
May 24, 1949	Ce-290-2-215, Md. Rt. 282, beginning at U. S. Rt. 213 in Cecilton and extending northeast to the Delaware State Line, 5.730 miles, 63,800 sq. yds. seeding and mulching.
May 24, 1949	SM-286-1-515, Md. Rt. 242, beginning at Morganza and extending to Clements, 4.205 miles, 47,000 sq. yds. placing stockpiled topsoil, 69,000 sq. yds. seeding and mulching, 700 sq. yds. sodding.
May 24, 1949	Ho-234-1-315, U. S. Rt. 40, beginning at Fine Orchard and extending northwest to West Friendship, 5.490 miles, 495,000 sq. yds. placing stockpiled topsoil, 162,223 sq. yds. park area seeding, 330,000 sq. yds. seeding and mulching, 5,400 sq. yds. sodding.
June 28, 1949	P-596-1-515, Md. Rt. 218, from point 0.70 miles east of District of Columbia Line to Suitland, 0.959 miles, 2,100 sq. yds. seeding and mulching.
June 28, 1949	AA-389-2-315, U. S. Rt. 50, beginning at Parole and extending west by relocation to South River, 3.475 miles, 209,500 sq. yds. placed stockpiled topsoil, 120,000 sq. yds. seeding park area, 265,000 sq. yds. seeding and mulching, 13,500 sq. yds. sodding.
June 28, 1949	Wo-253-1-115, U. S. Rt. 50, beginning at Herring Creek, 1.9 miles West of Sinepuxent Bay and extending to 0.3 miles west of Md. Rt. 452, 3.885 miles, 162,900 sq. yds. placing stockpiled topsoil, 105,777 sq. yds. seeding park area, 115,200 sq. yds. seeding and mulching, 225 sq. yds. sodding.
July 5, 1949	G-192-2-615, U. S. Rt. 40, beginning at Keyser's Ridge and extending northwest to Pennsylvania State Line, 3.533 miles, 5,300 sq. yds. sodding.
July 5, 1949	Ho-202-2-315; P-461-2-515, Laurel By-Pass, Washington Boulevard, 0.62 miles, 13,950 sq. yds. sodding, 29,900 sq. yds. seeding and mulching.
July 26, 1949	SM-281-5-515, Leonardtown-Hollywood, 2.992 miles, 28,000 sq. yds. placing stockpiled topsoil, 66,000 sq. yds. seeding and mulching, 500 sq. yds. sodding.
August 2, 1949	Ch-265-1-515, Md. Rt. 225, beginning at Md. Rt. 3 and extending northwest toward Mason Springs, 5.837 miles, 80,400 sq. yds. seeding and mulching, 3,850 sq. yds. sodding.
August 9, 1949	AA-389-3-315; P-631-2-515, Beginning at South River near Defense Highway, U. S. Rt. 50 and extending west by relocation to point near Crain Highway, U. S. Rt. 301 south of U. S. Rt. 50, 5.985 miles, 348,000 sq. yds. placed stockpiled topsoil, 177,777 sq. yds. seeding park area, 295,000 sq. yds. seeding and mulching, 20,500 sq. yds. sodding.
August 9, 1949	F-476-1-615, Md. Rt. 26, at a point 1.70 miles east of Unionville, extending west via relocation north of Unionville, 1.35 miles east of Libertytown, 3.788 miles, 135,000 sq. yds. placing stockpiled topsoil, 135,000 sq. yds. seeding and mulching, 11,650 sq. yds. sodding.

August 9, 1949	D–211–1–115, U. S. Rt. 50, from 2.0 miles west of Mt. Holly and extending west of Sunburst Avenue in Cambridge, 1.27 miles, 33,300 sq. yds. placed stockpiled topsoil, 17,300 sq. yds. seeding park area, 25,000 sq. yds. seeding and mulching, 325 sq. yds. sodding.
August 16, 1949	Co–215–1–250, Anderson-Federalsburg, 3.594 miles, 49,700 sq. yds. placing stockpiled topsoil, 49,000 sq. yds. seeding and mulching, 425 sq. yds. sodding.
August 23, 1949	T–18-2–215, Md. Rt. 33, from 1.25 miles north of town limits of Easton and extending northeast via relocation to Rt. 50, 0.60 miles, 9,000 sq. yds. placing stockpiled topsoil, 9,000 sq. yds. seeding and mulching, 2,250 sq. yds. sodding.
September 6, 1949	H–257–1–450, Flintville-Castleton Road from end of H–199 and extending southeast toward Castleton, 2.043 miles, 2,950 sq. yds. sodding.
September 13, 1949	Wi–199–1–115, U. S. Rt. 50 and Mardella Springs to Nanticoke River, 5.636 miles, 84,500 sq. yds. placing stockpiled topsoil, 84,500 sq. yds. seeding and mulching, 39,500 sq. yds. sodding.
September 20, 1949	W–396–1–615, U. S. Rt. 40, from 1.0 mile east of Huyett's Cross Roads and extending east to Hagerstown, 1.896 miles, 1,500 sq. yds. sodding.
September 20, 1949	AA–384–2–315, Dorsey Road from west end of Harmans Grade Elimination and extending west to the east end of Dorsey Grade Elimination, 2.232 miles, 50,000 sq. yds. seeding and mulching, 19,800 sq. yds. sodding.
October 18, 1949	T–118–2–215, Md. Rt. 33, from 1.25 miles north of town limits of Easton and extending northeast via relocation to U. S. Rt. 50 for a distance of 0.60 miles, 9,000 sq. yds. placing stockpiled topsoil, 9,000 sq. yds. seeding and mulching, 2,250 sq. yds. sodding.
October 11, 1949	Q–228–1–215, Md. Rt. 313, from Ingleside to Barclay, 4.02 miles, 51,500 sq. yds. placing stockpiled topsoil, 91,000 sq. yds. seeding and mulching, 550 sq. yds. sodding.
October 25, 1949	Wi–133–6–115, U. S. Rt. 13, East State Street in Delmar extending southeast to Salisbury, 2.132 miles, 18,700 sq. yds. stockpiled topsoil, 18,700 sq. yds. seeding and mulching, 200 sq. yds. sodding.
October 25, 1949	D–211–2–115, U. S. Rt. 50, Mt. Holly and extending west approximately 1.27 miles east of Cambridge, 2.338 miles, 44,000 sq. yds. placing stockpiled topsoil, 67,900 sq. yds. seeding and mulching, 825 sq. yds. sodding.
November 1, 1949	Cl–303–1–315, U. S. Rt. 140, from 0.5 miles west of Finksburg and extending northwest toward Westminster, 3.5 miles, 205,000 sq. yds. placing stockpiled topsoil, 89,000 sq. yds. seeding park area, 105,000 sq. yds. seeding and mulching, 24,500 sq. yds. sodding.
November 15, 1949	F–425–2–615, Relocation of U. S. Rt. 240, Washington-National Pike, 4.659 miles, 502,000 sq. yds. placing stockpiled topsoil, 94,444 sq. yds. seeding park area, 377,000 sq. yds. seeding and mulching, 72,100 sq. yds. sodding.
November 22, 1949	K–173–1–215, Rt. 213, from Md. Rt. 444 and extending easterly to western town limits of Galena, 4.0355 miles, 81,300 sq. yds. placing stockpiled topsoil, 87,300 sq. yds. seeding and mulching, 3,250 sq. yds. sodding.
November 29, 1949	H–322–415, Md. Rt. 24, from 2.5 miles south of Belair and extending southeast toward Md. Rt. 7, 2.652 miles, 14,500 sq. yds. placing stockpiled topsoil, 34,000 sq. yds. seeding and mulching, 3,900 sq. yds. sodding.
December 6, 1949	Q–168–1–215, U. S. Rt. 50, from 0.5 miles east of Cox's Creek and extending east to the west approach to Kent Narrows Bridge, 2.49 miles, 118,700 sq. yds. placing stockpiled topsoil, 63,555 sq. yds. seeding park area, 55,500 sq. yds. seeding and mulching, 7,500 sq. yds. sodding.
December 13, 1949	Q–228–2–215, Md. Rt. 313, Barclay and extending northerly to Sudlersville, 3.155 miles, 21,500 sq. yds. placing stockpiled topsoil, 36,300 sq. yds. seeding and mulching, 65 sq. yds. sodding.
December 20, 1949	Cl–314–315, Md. Rt. 27, from south limits of Westminster and extending toward Taylorsville, 5.001 miles, 92,900 sq. yds. seeding and mulching, 7,175 sq. yds. sodding.

December 20, 1949	P-391-1-515, Along relocation of Md. Rt. 5, from District of Columbia Line to Wood's Corner, 154,200 sq. yds. placing stockpiled topsoil, 81,666 sq. yds. seeding park area, 96,500 sq. yds. seeding and mulching, 13,200 sq. yds. sodding.
December 20, 1949	P-658-515, Gordon's Corner southwest to Indian Head Road, 3.918 miles, 40,000 sq. yds. placing stockpiled topsoil, 40,000 sq. yds. seeding and mulching, 1,400 sq. yds. sodding.
December 22, 1949	AA-384-2-315, Relocation of Dorsey Road from west end of Harman's Grade Elimination—Dorsey Grade Elimination, 0.19 miles, 30,000 sq. yds. seeding and mulching, 10,400 sq. yds. sodding.
December 22, 1949	Q-168-7-215, U. S. Rt. 50, from east approach Kent Narrows Bridge to east limits of Grasonville, 2.706 miles, 199,200 sq. yds. placing stockpiled topsoil, 98,766 sq. yds. seeding park area, 100,000 sq. yds. seeding and mulching, 32,000 sq. yds. sodding.
December 22, 1949	Ho-218-1-315, U. S. Rt. 29 and Columbia Pike extending southwest toward Atholton, 4.905 miles, 70,000 sq. yds. placing stockpiled topsoil, 85,000 sq. yds. seeding and mulching, 35,800 sq. yds. sodding.
December 27, 1949	F-498-615, Md. Rt. 31, from Md. Rt. 26 east of Libertytown and extending east toward New Windsor, 3.308 miles, 18,300 sq. yds. placing stockpiled topsoil, 74,600 sq. yds. seeding and mulching, 16,200 sq. yds. sodding.
December 27, 1949	Q-168-2-215, A relocation of section U. S. Rt. 50, Grasonville to Greenspring Road and Queenstown-Wye Mills Relocation, 5.73 miles, 24,000 sq. yds. placing stockpiled topsoil, 144,444 sq. yds. seeding park area, 100,000 sq. yds. seeding and mulching, 30,000 sq. yds. sodding.
December 28, 1949	P-391-2-515; Ch-257-1-515, Md. Rt. 5 and U. S. Rt. 301, beginning at T. B. and extending southerly to the Charles County Line, 3.388 miles, 187,000 sq. yds. placing stockpiled topsoil, 95,000 sq. yds. seeding park area, 115,000 sq. yds. seeding and mulching, 27,500 sq. yds. sodding.
December 28, 1949	B-578-9-415, U. S. Rt. 111, Baltimore-Harrisburg Expressway; Timonium Road-Shawan Road, 4.069 miles, 114,800 sq. yds. placing furnished topsoil, 118,400 sq. yds. placing stockpiled topsoil, 118,333 sq. yds. seeding park area, 191,500 sq. yds. seeding and mulching, 29,000 sq. yds. sodding.
December 28, 1949	H-323-415, U. S. Rt. 1, from Broadway and Hickory Avenue in Belair toward Conowingo northeast, 5.375 miles, 600 sq. yds. sodding.
January 10, 1950	BW-7-312, Revell Highway, one mile west of Sandy Point, 1.25 miles, 1,200 sq. yds. placing stockpiled topsoil, 1,200 sq. yds. seeding and mulching.
January 10, 1950	M-466-1-315, Intersection of New Hampshire Ave. Ext. and Md. Rt. 320, 0.19 miles, 3,000 sq. yds. placing stockpiled topsoil, 2,800 sq. yds. seeding and mulching, 115 sq. yds. sodding.
February 21, 1950	B-602-415, Md. Rt. 588, Trump Mill Road, 2.52 miles, 100 sq. yds. sodding.
March 28, 1950	A-283-3-615, U. S. Rt. 220, from limits of Keyser, West Va.-McCool, Md., bridge and extending northerly toward Cumberland, 1.415 miles, 14,400 sq. yds. placing stockpiled topsoil, 14,200 sq. yds. seeding and mulching, 6,100 sq. yds. sodding.
March 28, 1950	AA-392-3-315, Friendship International Airport Road from Oak Road and extending northwest to State Roads project AA-392-1-358 at northwest boundary, 1.015 miles, 69,500 sq. yds. placing stockpiled topsoil, 8,000 sq. yds. stabilized turf shoulders, 2,777 sq. yds. seeding park area, 57,000 sq. yds. seeding and mulching, 6,950 sq. yds. sodding.
April 4, 1950	B-609-415, Pulaski Highway, U. S. Rt. 40, from Martin's Overhead Crossing and extending to Aberdeen, 21.088 miles, 9,000 sq. yds. placing furnished topsoil, 303,000 sq. yds. seeding park area.
April 11, 1950	SM-287-1-515, Md. Rt. 5, 2.4 miles northwest of Leonartown and extending northwest to Clements, 3.449 miles, 34,000 sq. yds. placing stockpiled topsoil, 54,000 sq. yds. seeding and mulching, 2,600 sq. yds. sodding.
April 18, 1950	M-435-1-315, Columbia Boulevard Intersection and Seminary Road at Georgia Avenue in Silver Spring, Maryland. 125 sq. yds sodding.

April 18, 1950	Wi–199–3–115, U. S. Rt. 50, from 2.8 miles northwest of Salisbury and extending west to 2.4 miles southeast of Mardela, 6.315 miles, 96,000 sq. yds. placing stockpiled topsoil, 86,000 sq. yds. seeding and mulching, 53,600 sq. yds. sodding.
May 2, 1950	Ho–234–2–315, Relocation U. S. Rt. 40, 0.50 miles north of West Friendship and 0.50 miles west of West Friendship-Slack's Corner Road and extending northwest 0.114 miles west of Morgan Road, 5.246 miles, 327,500 sq. yds. placing stockpiled topsoil, 153,333 sq. yds. seeding park area, 175,000 sq. yds. seeding and mulching, 10,000 sq. yds. sodding.
May 9, 1950	Co–215–3–215, 3.6 miles south of Andersontown and extending southwest to Md. Rt. 313, approximately 3.8 miles northwest of Federalsburg, 2.850 miles, 40,500 sq. yds. placing stockpiled topsoil, 40,500 sq. yds. seeding and mulching, 350 sq. yds. sodding.
May 9, 1950	SM–288–1–515, Md. Rt. 249, at intersection with Rt. 5 at Callaway and extending southerly 3.578 miles, 52,000 sq. yds. placing stockpiled topsoil, 52,000 sq. yds. seeding and mulching, 500 sq. yds. sodding.
May 16, 1950	Wi–133–5–115, U. S. Rt. 13, from Middle Neck and extending northeast to Leonards Mill Pond, 2.478 miles, 89,000 sq. yds. placing stockpiled topsoil, 54,444 sq. yds. seeding park area, 34,500 sq. yds. seeding and mulching, 1,500 sq. yds. sodding.
May 23, 1950	Cl–303–4–315, Relocation of U. S. Rt. 140, Reisterstown-Westminster Road from southeast of Reese and extending northwest toward Westminster, 3.38 miles, 213,000 sq. yds. placing stockpiled topsoil, 88,888 sq. yds. seeding park area, 115,000 sq. yds. seeding and mulching, 20,400 sq. yds. sodding.
June 6, 1950	G–248–4–615, U. S. Rt. 219, from Accident and extending southwesterly thru Flatwood toward Hoyes, 3.627 miles, 50,000 sq. yds. placing stockpiled topsoil, 50,000 sq. yds. seeding and mulching, 5,100 sq. yds. sodding.
June 6, 1950	A–422–615, Md. Rt. 55, from Clarysville to Vale Summit, 2.102 miles, 2,800 sq. yds. sodding.
June 6, 1950	M–455–1–315, Montgomery Avenue in Rockville and by-passing Rockville by relocation toward Gaithersburg, 1.387 miles, 19,500 sq. yds. placing stockpiled topsoil, 19,500 sq. yds. seeding and mulching, 1,200 sq. yds. sodding.
June 6, 1950	AA–368–7–358, Baltimore-Washington Expressway from Dorsey Road to Hanover Road Md. Rt. 176, 1.375 miles, 25,800 sq. yds. stabilized turf shoulders, 169,800 sq. yds. placing topsoil, 169,500 sq. yds. seeding and mulching, 30,300 sq. yds. sodding.
June 13, 1950	Co–209–215, Easton-Preston Road, 0.43 miles east of Dover Bridge over Choptank River and extending southeast to a point 290 ft. east of Md. Rt. 578 in Bethlehem, 2.519 miles, 17,500 sq. yds. placing stockpiled topsoil, 36,000 sq. yds. seeding and mulching, 30 sq. yds. sodding.
June 27, 1950	AA–401–2–315, Mt. Zion-Stuart's Corner, Md. Rt. 2, from 0.5 miles north of Butlers and extending north to Stuart's Corner, 4.951 miles, 103,500 sq. yds. placing stockpiled topsoil, 103,500 sq. yds. seeding and mulching, 8,000 sq. yds. sodding.
June 27, 1950	H–316–1–415, Md. Rt. 22, from intersection of Main Street in Belair, and extending northeast along Md. Rt. 22 to Churchville, 6.287 miles 109,700 sq. yds. placing stockpiled typsoil, 109,700 sq. yds. seeding and mulching, 1,700 sq. yds. sodding.

SIGN SHOP

The Sign Shop, located at the Main Garage in Baltimore, makes 95 percent of all of the road signs used in the entire State. Maintenance is usually carried on by established sign shops located in the Districts.

Normally, repainting is necessary every four or five years, but due to vandalism, demolition, etc., replacements and repairs are a never ceasing operation. Every effort is made, for the safety and information of the traveling public, to have these signs erected and repaired as soon as possible.

The striping of the road surfaces is carried on by a crew operating out of Baltimore on a State-wide assignment. This crew works continuously from early spring to late fall. Normally, the repainting of the surfacing markings is necessary every 18 months but on the heavier traveled roads, as often as twice a year.

Listed below are the personnel and the equipment used by the Sign Shop in Baltimore, together with a list of the work which has been accomplished by this crew:

Personnel:

1—Foreman
1—Assistant Foreman
1—Foreman Operator (Paint Machine)
7—Sign Painters
3—Sign Painters Helpers
1—Chauffeur
1—Shop Clerk
1—Helper on Paint Truck

Equipment used:

1—Paint Mixer (Air Powered)
1—Metal Bending Machine
2—Power Saws
1—Power Sander
1—Power Punch
1—Power Shears
1—Paint Striping Machine
1—Carry-all Truck
2—Pick-up Trucks
1—Passenger Car

Manufactured, repaired or erected the following:

2,003—Metal Luminous Stop Signs

393—10″ x 18″ Metal Signs—Arrows, By-Pass, Town Markers, No Dumping, Beginning and End Boulevard, Alternate

393—5½″ x 18″ Highway Junction Signs

592—6½″ x 12″ Federal Aid Markers

671—15″ x 18″ Metal—State Route Markers

5,852—18″ x 24″ Metal—School and Parking Signs

4,740—8″ x 48″ Wood Panels—Direction and Distance and Men Working Signs

564—18″ x 36″ Metal on Wood—River and Stream Markers, One-way, and County Line Markers

171—20″ x 30″ Metal on Wood—Cattle Crossing

1,282—2′ x 3′ Metal on Wood—Dangerous Curve, Keep to Right and Speed Limit

1,049—2′ x 4′ Metal on Wood—No Left Turn, Single Lane Traffic, Do Not Enter, Merging Traffic

1,516—30″ x 48″ Metal on Wood—Road Under Construction, Slow Dangerous Intersection, Boulevard Stop, Load Limit, Traffic Signal Ahead

455—3′ x 4′ Metal on Wood—Direction and Distance Signs, Resume Dual Highway, Slow Use Other Lane, Police Signs (State)

73—4′ x 5′ Metal on Wood—Luminous Curve Signs, Passing Zone Ends 500 ft. Ahead, Chesapeake Bay Ferry

134—5′ x 6′ Metal on Wood—Luminous State Line Signs, Construction Project Signs

147—10″ x 10″ Metal—Bulls and Cross-overs

202—Metal—Luminous Symbol Signs

70,117—No. 1 Reflector Buttons for Luminous Signs

20,477—No. 3 Reflector Buttons for Luminous Signs

118,860—No. 5 Reflector Buttons for Luminous Signs

15,000—No. 1¼ Reflector Buttons for Luminous Signs

2,784—No. $2\frac{1}{4}$ Reflector Buttons for Luminous Signs

22,859—No. $1\frac{5}{8}$ Reflector Buttons for Delineators

11,755—3 Unit Delineators for Head Wall Markers

Miscellaneous—Office Lettering, Ferry Signs, Bridge Signs, State Police Signs, Contractors Construction Signs, Etc.

Recently, there have been erected at all State lines, a large sign giving the traveling public information regarding the speed laws of Maryland and asking their cooperation in abiding by the law.

LAYING OF CONCRETE PAVING ON U. S. ROUTE 240—WISCONSIN AVENUE IN BETHESDA

CONSTRUCTION

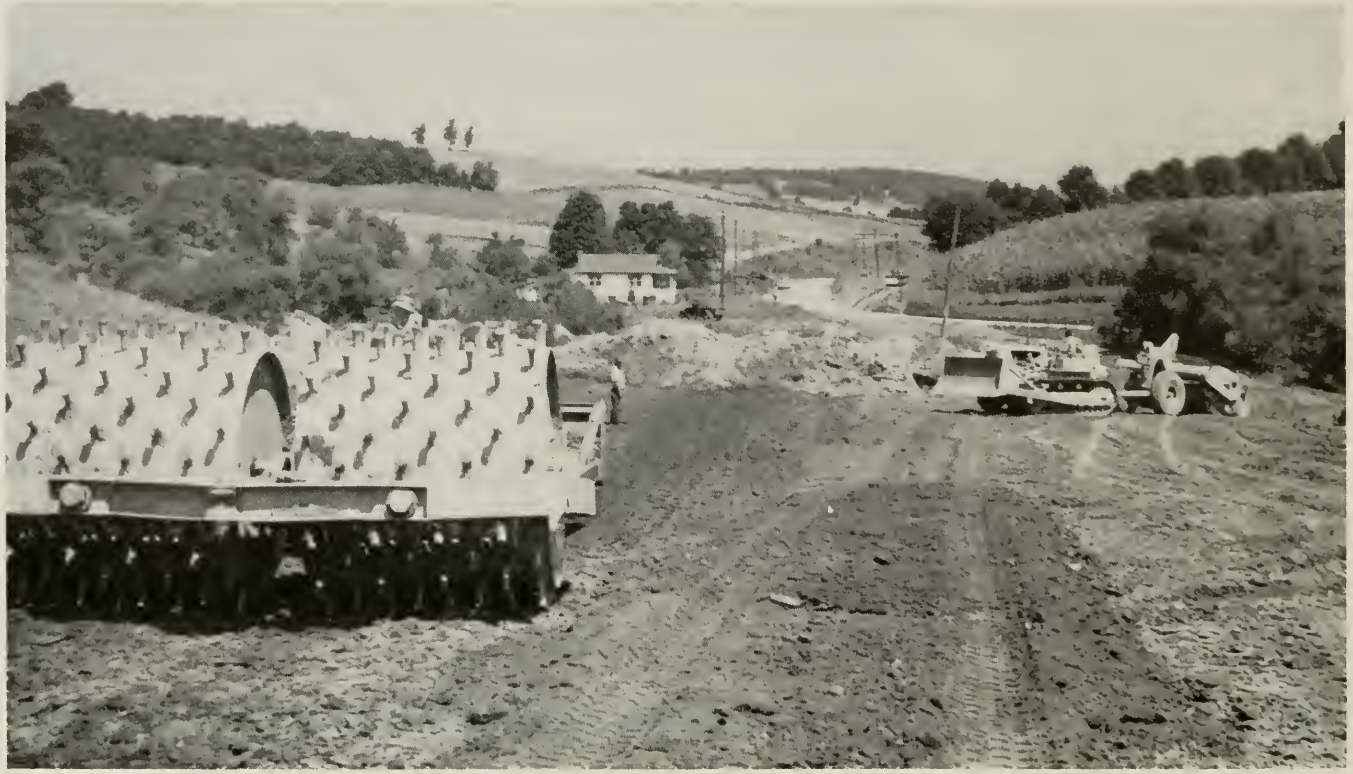
GERALD S. RINEHART
Assistant Chief Engineer—Construction

ALLAN LEE
Engineer of Road Design

ALBERT L. GRUBB
Engineer of Bridge Design

J. ELDRIDGE WOOD
Materials Engineer

THOMAS M. LINTHICUM
Construction Engineer



RELOCATION OF SECTION OF U. S. ROUTE 219 FROM ACCIDENT TO HOYES IN GARRETT COUNTY

ASSISTANT CHIEF ENGINEER—CONSTRUCTION

Beginning July 16, 1948 an Assistant Chief Engineer—Construction was added to the Commission organization, who forms a direct contact between the Chief Engineer, Deputy Chief Engineer and the six District Engineers relative to construction projects.

He also exercises general supervision over the activities of the Division of Road Design, the Bridge Division, the Materials Division, and the Construction Division.

Reports from each of these Divisions appear in the following pages.

CONSTRUCTION WORK ON RELOCATION OF SECTION OF U. S. ROUTE 29 NEAR COLUMBIA IN HOWARD COUNTY

DIVISION OF ROAD DESIGN

As in previous years, this Division made surveys necessary for the highway programs as set up by the Commission and Chief Engineer; prepared the necessary economic reports and engineering studies; prepared final design plans, right-of-way plats and contract documents, and checked final quantities from field records for payment to the contractors.

Mention has been made in a previous report of the transition from the immediate post-war period to the expanded current highway program. During this expansion, obviously, the personnel of this Division had to be greatly increased. By careful selection and training with engineers of considerable experience, it is felt that this Division now possesses a well integrated, efficient force in both field and office, whose excellent co-operation and enthusiasm enabled the Division to meet its heavy schedule.

The following men are in charge of the various sections in the Division of Road Design: Norman M. Pritchett, Surveys and Location; Walter A. Friend, Design and Plans; J. Clinton Pritchett, Estimates and Contract Documents; and G. Russell Springham, Special Studies.

LOCATION

Experienced engineers reconnoiter the line, consider the various detailed problems involved and then make the final centerline survey. The following tables give the accomplishments of the survey party by years:

TABLES SHOWING WORK ACCOMPLISHED BY SURVEY PARTIES
FISCAL YEAR, JULY 1, 1948 TO JUNE 30,1949

Description	Miles Dual Highways	Miles Primary Roads	Miles Secondary Roads	Total Miles
Traverse Surveys	22.9	69.8	3.6	96.3
Preliminary Centerline Surveys	57.3	64.8	16.2	138.3
Right-of-Way Stakeouts	45.9	28.9	9.4	84.2
Construction Stakeouts	35.1	31.9	9.9	76.9
Final Surveys	20.3	15.2	6.3	41.8

Borrow Pits: 64 Borrow Pits, Totaling 1,056.083 Cubic Yards.
4 Borrow Pits, Preliminary Made—Finals Not Yet Taken.
Property Surveys: 101 Properties, Totaling 3,802 Acres.

FISCAL YEAR, JULY 1, 1949 TO JUNE 30, 1950

Description	Miles Dual Highways	Miles Primary Roads	Miles Secondary Roads	Total Miles
Traverse Surveys	48.1	54.0	15.8	117.9
Preliminary Centerline Surveys	74.9	112.8	17.0	204.7
Right-of-Way Stakeouts	64.9	53.9	11.0	129.8
Construction Stakeouts	28.7	33.2	7.8	69.7
Final Surveys	24.8	35.0	8.2	78.0

Borrow Pits:	67 Borrow Pits. Totaling 655,604 Cubic Yards. 23 Borrow Pits, Preliminary Made—Finals Not Yet Taken.
Property Surveys:	106 Properties, Totaling 7,639 Acres.

NOTE: The term "Traverse Surveys," as used in these tables, covers complete surveys on roads of minor importance, on which it is not necessary to make the more exacting centerline surveys.

It should be noted in interpreting the tables shown above, that actually much more additional work is done than is indicated there.

For a modern highway—especially in the dual highway classification—extensive spur lines must be run on all streams and intersecting roads, which, in the aggregate, account for as much mileage as the main line and, in some cases, amount to twice as much.

Interchange areas, bridge locations, etc. must be very carefully contoured; and all such work although not showing as 'mileage' in the tables above, amounts to considerable portion of the survey forces' work—possibly as much as 15 percent.

BREAKDOWN OF WORK ACCOMPLISHED BY SURVEY PARTIES

Description	July 1, 1948 to June 30, 1949	July 1, 1949 to June 30, 1950
Traverse	96.3 Miles	117.9 Miles
Topography	183.0 "	217.0 "
Preliminary Center Line	138.3 "	204.7 "
Preliminary Cross Section	177.5 "	206.1 "
Check Levels	122.1 "	186.0 "
Profile	38.3 "	54.9 "
Spur Lines	71.1 "	74.7 "
Reset Center Line	141.9 "	177.5 "
Final Cross Section	48.7 "	78.0 "
Final Measure	41.8 "	76.9 "
Construction Stake Out	76.9 "	69.7 "
Right of Way Stake Out	84.2 "	129.8 "
Property Survey	3,802 Acres	7,639 Acres
Miscellaneous Field Work	414 Days	388 Days
Preliminary Pits	64 Pits	67 Pits
Final Pits	26 Pits	44 Pits
Cut Center Line	6.3 Miles	11.5 Miles
Cut Cross Section	23.1 "	32.1 "
Miscellaneous Property		29 Days
Bridge Construction Stake Out		51 Days

DESIGN

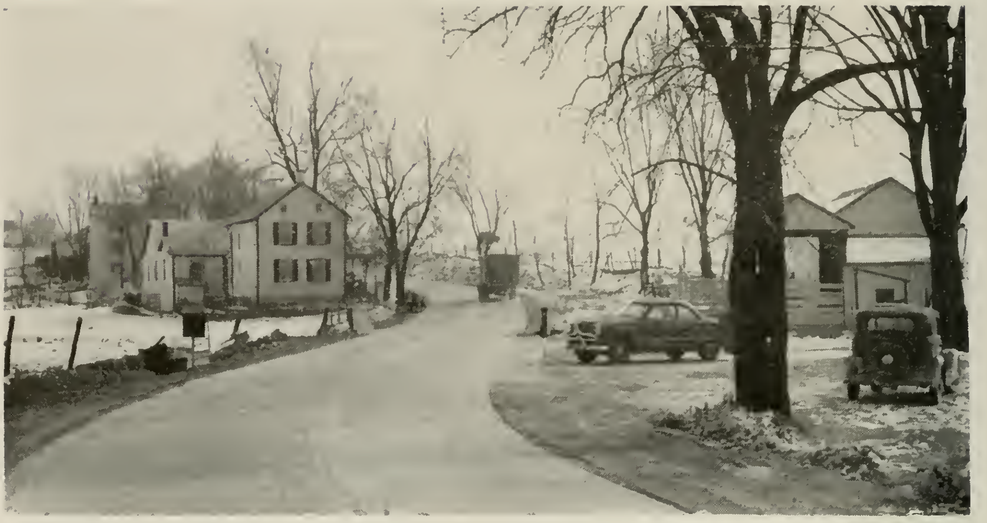
Competent design engineers of many years experience direct the work of a squad assigned to them, and prepare plans for a group of projects on the program. Rational design of pavements and drainage facilities, and careful attention to desirable geometrics result in well prepared plans for use by the engineers constructing the facility. The following table shows, by type, the plans prepared for advertisements by the Design Section:

TABLE SHOWING BY TYPE PLANS PREPARED FOR ADVERTISEMENTS FOR THE FISCAL YEARS 1949 AND 1950

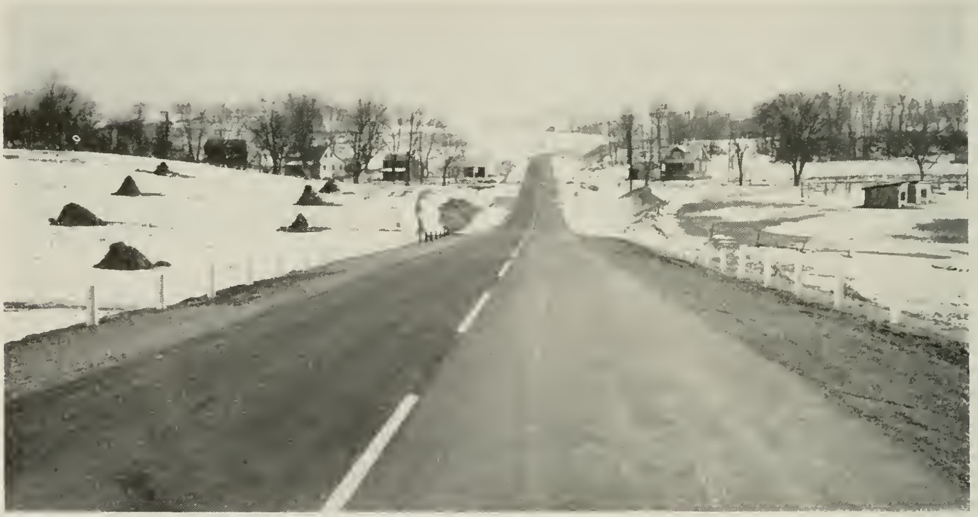
Description	July 1, 1948 to June 30, 1949 Miles	July 1, 1949 to June 30, 1950 Miles	Total Miles
Concrete	29.94	5.25	35.19
Concrete (Dual Highway)	43.72	9.63	53.35
Concrete Shoulders	4.63	9.66	14.29
Bituminous Concrete Surfacing	163.34	74.10	237.44
Bituminous Concrete Surfacing (Dual Highway)	4.66	5.10	9.76
Bituminous Stabilized Base	40.40	14.31	54.71
Bituminous Penetration Macadam	32.50	16.56	49.06
Gravel Surface Course	45.12	16.47	61.59
Stabilized Soil Base	....	1.56	1.56
Grading and Drainage (Dual Highway)	7.07	...	7.70
Seeding Park Area (Dual Highway)	....	21.01	21.01
Total	371.38	173.65	545.03

RIGHT-OF-WAY DATA

Right-of-Way Plats, Condemnation Plats, Property Mosaics, and Special Study Drawings are prepared in this Division for the use of the Right-of-Way Division, in their acquisition of land for highway use. The following table shows property plats prepared during the fiscal years 1949 and 1950:



MD. ROUTE 26 THRU UNIONVILLE—TYPICAL ALIGNMENT OF ORIGINAL ROUTE



RELOCATED MD. ROUTE 26 NORTH OF UNIONVILLE

UNIONVILLE RELOCATION IN FREDERICK COUNTY

TABLE SHOWING PROPERTY PLATS PREPARED FOR RIGHTS OF WAY PURPOSES

Counties	JULY 1, 1948 TO JUNE 30, 1949			JULY 1, 1949 TO JUNE 30, 1950		
	R W Plats	Condemn. Plats	Misc. Plats	R W Plats	Condemn. Plats	Misc. Plats
Allegany	32	3	0	37	1	2
Anne Arundel	169	27	1	39	27	2
Baltimore	32	25	4	19	5	4
Calvert	6	0	0	18	0	0
Caroline	29	1	1	78	0	0
Carroll	60	0	0	31	11	0
Cecil	14	0	0	0	0	0
Charles	55	0	0	56	0	1
Dorchester	10	0	0	11	2	0
Frederick	19	0	0	88	0	0
Garrett	28	0	0	27	1	0
Harford	9	0	0	77	1	0
Howard	58	5	0	34	22	0
Kent	38	0	0	24	0	0
Montgomery	7	0	0	12	5	0
Prince George's	97	7	1	55	1	2
Queen Anne's	22	7	3	98	4	0
St. Mary's	40	0	0	46	0	0
Somerset	28	0	0	2	0	0
Talbot	6	10	1	25	0	0
Washington	46	0	0	42	4	0
Wicomico	37	0	0	36	0	0
Worcester	26	0	0	0	0	0
Totals	859	85	11	855	84	11

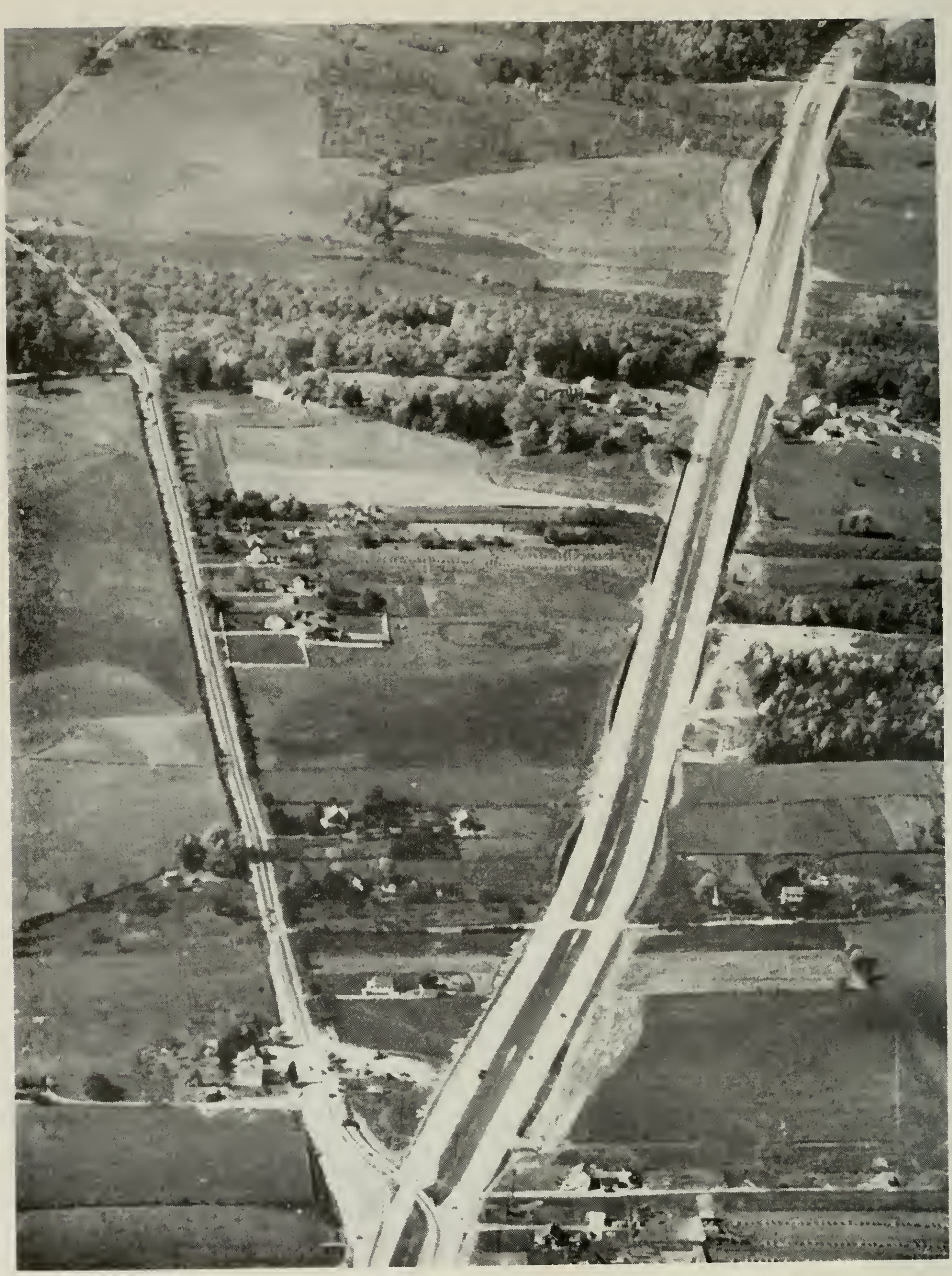
FINAL PAYMENT

Final Payments to contractors are based upon the final survey of a project by this Division, and the careful checking of field records of construction by the Division's Finals Section.

MISCELLANEOUS

Considerable miscellaneous work is done by this Division.

A weekly detour bulletin is issued to aid uninterrupted traffic flow around major construction projects.



AERIAL VIEW SHOWING NEW DUAL HIGHWAY ON U. S. ROUTE 40 FROM PINE ORCHARD TO WEST FRIENDSHIP IN FREDERICK COUNTY

Public utility companies are kept informed of the proposed work so that their plans for expansion, alteration, and adjustment can be coordinated with State plans.

Whenever surveyors are observed in any locality, property owners, naturally, become interested and contact the Commission offices for information as to how they will be affected. This Division handles most of these contacts.

Federal Contacts

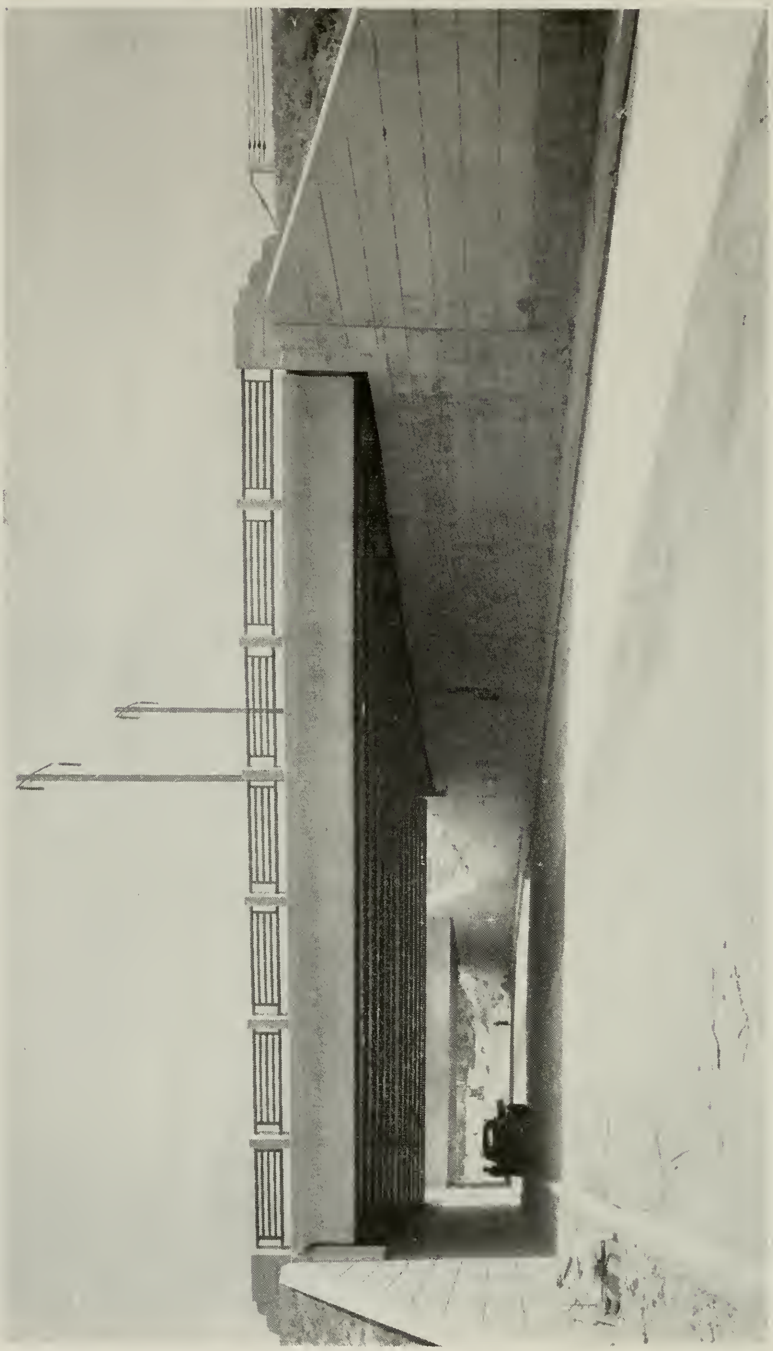
Mr. Herbert C. Bowers handles the routine contacts which are necessary to be made with the Public Roads Administration when projects are to be financed partly by Federal funds. The federal contact man also handles routine contacts with railroads, municipalities, and public utilities.

DIVISION OF BRIDGE DESIGN

The functions of this Division fall into three major categories, i.e., Design and Drafting under the supervision of H. H. Bowers; Specifications and Contracts under the supervision of L. B. Kravetz; and Hydraulics and Construction under the supervision of R. R. Burgess.

The program, begun in the early part of 1947 by the Commission to enlarge and improve the State Highway System, has continued apace through the fiscal years 1949 and 1950, and the Division of Bridge Design has been constantly increasing its output of plans and specifications for the structures required to carry new arteries of traffic, as well as plans for repairing and widening existing bridges where economic and technical considerations permitted the use of existing facilities.

In order to produce designs, drawings and Specifications for the multitude of structural problems encountered in every part of the road improvement program, it was necessary to locate and employ a considerable number of engineers. Engineers trained in bridge designing were not readily available because adjacent states and consulting engineering firms, also, were heavily engaged in post war improvements. Most of the new personnel are recent engineering college graduates. Many came from local universities, others from distant schools, such as Purdue University, Duke University and the Massachusetts Institute of Technology. Certain of the new personnel have advanced engineering degrees. It was also possible, during the summer vacation seasons, to obtain the services of associate professors. These professors are possessed of considerable theoretical knowledge and their services were of aid in analyzing stresses of the more complicated structures. There has been a considerable turnover in the personnel of this Division, many employees resigning to accept more lucractive positions after they had gained practical knowledge in this organization. Other graduates, fortunately, became available to fill



HIGHWAY BRIDGE CARRYING SOUTHWESTERN BOULEVARD OVER THE NEW SULPHUR SPRING ROAD IN ARBUTUS. PENNSYLVANIA RAILROAD BRIDGE IN BACKGROUND the vacancies and the personnel kept at about the same level throughout the fiscal periods. These new engineers have, to a great extent, grasped the problems presented and, in most cases, indicate an aptitude for the work.

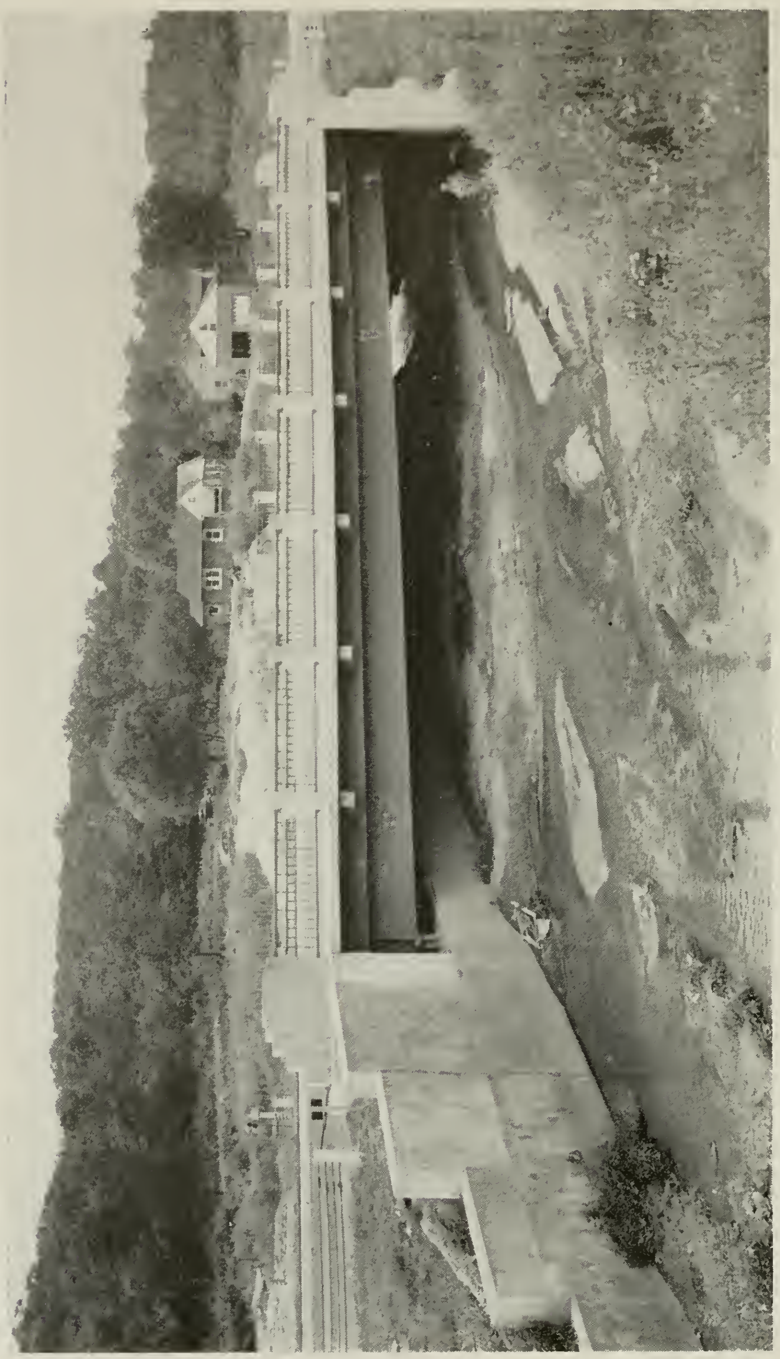
The procedure in designing Maryland's Highway Bridges was discussed at some length in the 1947-48 report and is not repeated herein. Specifications and design requirements, generally, have not changed, although the several committees of the American Association of State Highway Officials are constantly seeking and developing new specifications and procedures. The previous report, also, mentioned the Chief Engineer's presentation "DESIRABLE STANDARDS FOR ROADS OF THE STATE HIGHWAY SYSTEM OF MARYLAND." These geometrics continue to be of great value in all phases of design.

The work of the Division has been quite varied in both variety of problems and geography. In fact, the most easterly project involved the design of a timber jetty in the Atlantic Ocean at Ocean City. Highway bridges continue, as is proper, to occupy our main efforts. It is also well to mention that several buildings were designed during the period. These involved new waiting rooms at the Chesapeake Bay Ferry Terminals, District Engineer's Offices, shops and garages. The success of the building projects has been contributed to by the cooperation of the Department of Public Improvements.

To attempt to discuss the many bridge projects would take up space without imparting worthwhile facts to the readers of this report, however, the designs have included practically all types of highway bridges from the smallest and simplest concrete box culverts and timber trestles to the multi-million dollar projects; such as, the new Severn River bridge near Annapolis and the Patuxent River Bridge connecting the two peninsulas of Southern Maryland.

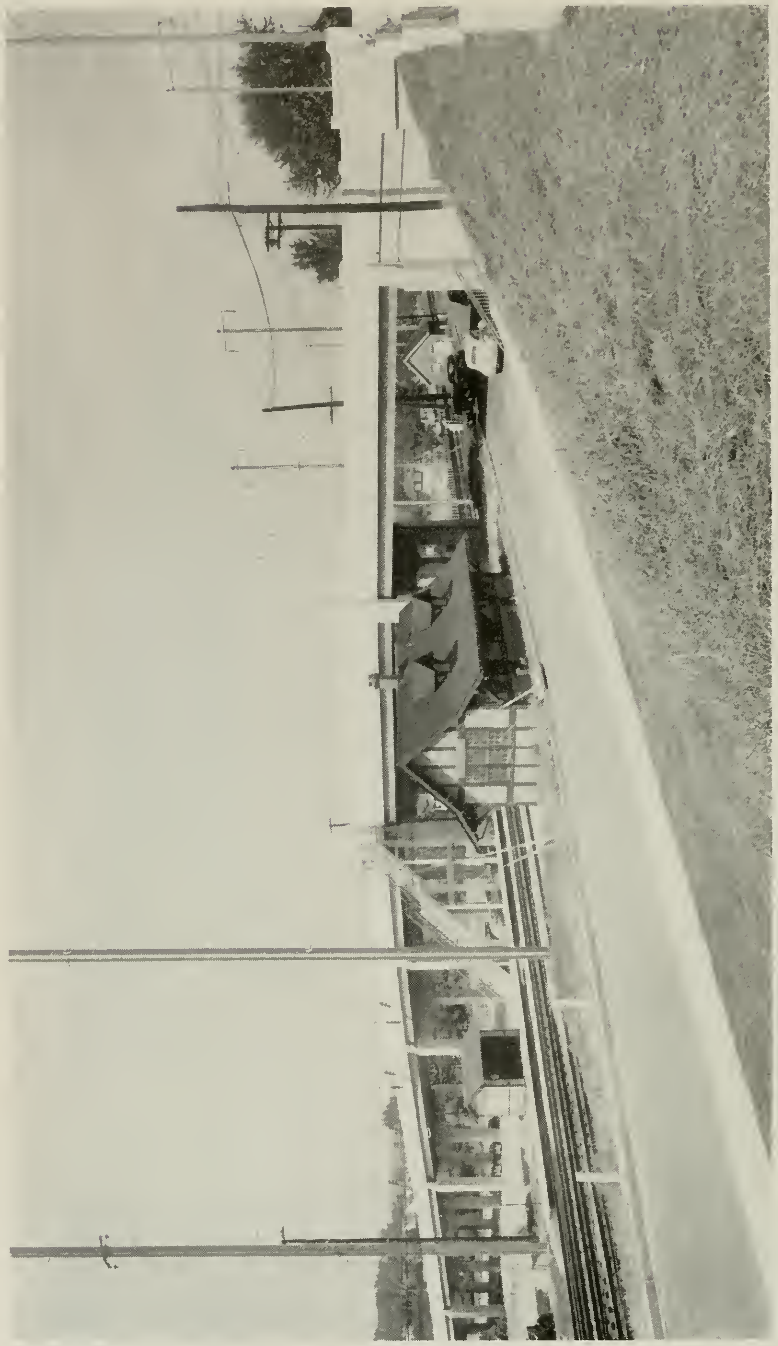
Repairs and alterations to old bridges have also progressed, and the extensive nature of this work can be best appreciated by mentioning the improvements to the Miles River bridge on Md. Route 290 near Easton and to the Sassafras River Bridge on U. S. Route 213 at Georgetown. The wear and tear of the elements over the thirty-odd year life of these two large concrete structures had caused great deterioration to the substructures. Consideration was at first given to entirely replacing the bridges, but extensive study and investigation resulted in contracts being executed for successfully restoring the old masonry parts at fractional costs of entire replacements.

Consulting Engineers' services were utilized in preparing designs and drawings for certain structures on the Baltimore-Washington Expressway in order to get these projects under way at an early date. Consultants were also employed to develop designs and drawings for draw spans. This is usual and sound practice considering the very specialized nature of the design of draw spans and their operating machinery and appurtenances.



SOUTHWESTERN BOULEVARD BRIDGE OVER HERBERT RUN IN BALTIMORE COUNTY

The following tabulations list projects whereon designs, drawings, Specifications and advertisements were concluded during the respective fiscal years. It should be noted that these projects are widely distributed throughout the State. These tabulations do not indicate all of the projects worked upon, however. Many other projects were developed to various stages of completion. Also, many reports were assembled on a great variety of structures for future improvements.

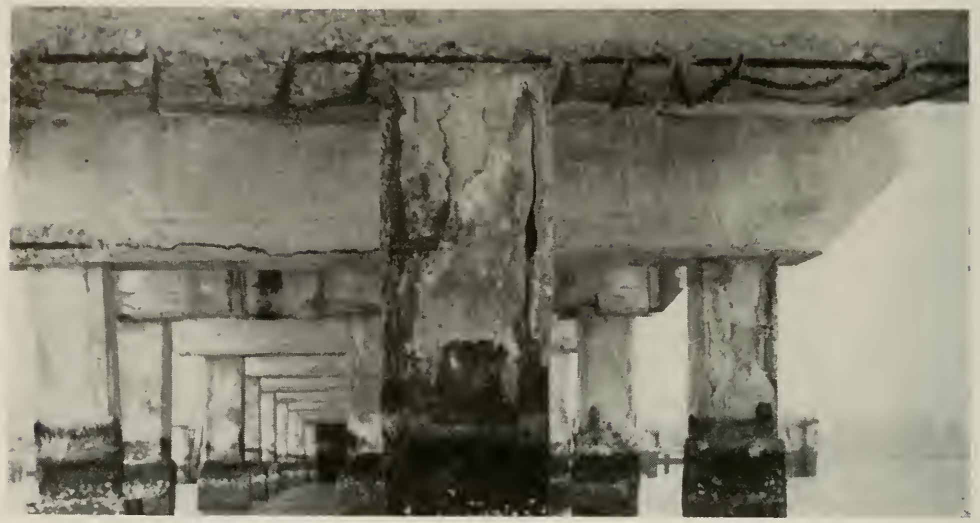


FRANCIS AVENUE VIADUCT OVERPASSING PENNSYLVANIA RAILROAD, POTOMAC AVENUE AND SOUTHWESTERN BOULEVARD IN HALETHORPE, BALTIMORE COUNTY

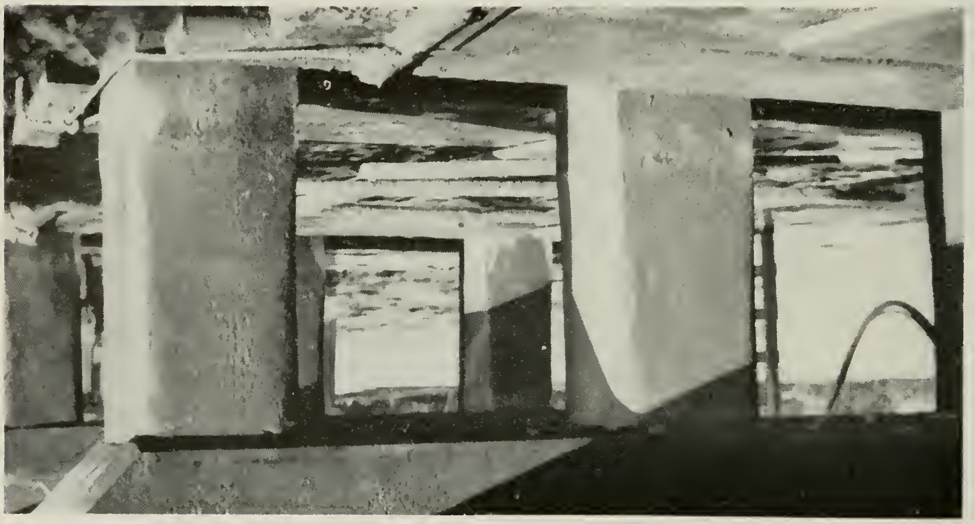
The following tabulations indicate projects on which designs, drawings and specification have been completed during the fiscal periods covered in this report.

JULY 1st, 1948 TO JUNE 30th, 1949

County	Crossing	Location	Type	Remarks
Allegany	Sideling Hill Creek	Relocation U.S. Route 40	Steel I Beam	Continuous over 3 spans
Allegany	Bear Creek	Relocation U.S. Route 40	Large Concrete Box Culvert	This structure must support a 50′ fill due to the rough terrain.
Allegany	Several Streams	Md. Route 36, near Lonaconing	Widened with Box Culverts	4 Structures
Allegany	Jennings Run	West End of Mt. Savage	Concrete Retaining Wall	Existing Wall encased and extended for widened roadway and Pedestrian Walk.
Anne Arundel	Severn River	Near Annapolis	New Open Steel Floor, etc.	Repaired the existing draw span.
Anne Arundel	Chesapeake Bay Ferry	Sandy Point Ferry Terminal Waiting Room	Timber structure	To replace former waiting room which was destroyed by fire.
Anne Arundel	Chesapeake Bay Ferry	Sandy Point Ferry Terminal Slip No. 1	Structural Repairs	Complete repair to transfer bridge.
Anne Arundel	Hammonds Ferry Road	Baltimore-Washington Expressway	Steel I-beam	Highway Grade Separation Structure.
Anne Arundel	Nursery Road North	Baltimore-Washington Expressway	Steel I-beam	Highway Grade Separation Structure
Anne Arundel	Nursery Road West	Baltimore-Washington Expressway	Steel I-beam	Highway Grade Separation Structure
Anne Arundel	Ridge Road	Baltimore-Washington Expressway	Steel I-beam	Highway Grade Separation Structure
Anne Arundel	Winterson Road and Friendship Airport Interchange.	Baltimore-Washington Expressway	Steel I-beam	5 Highway Grade Separation Structures
Anne Arundel	P.R.R. & Stony Run	Baltimore-Washington Expressway	Steel I-beam	R. R. Overpass
Anne Arundel	Broad Creek	Annapolis-Washington Expressway	Concrete Box Culvert	Supports 50′ embankment.
Anne Arundel	South Haven Road	Annapolis-Washington Expressway	Steel I-beam	Highway Grade Separation Structure
Baltimore	Beaver Dam Run	Baltimore-Harrisburg Expressway	Concrete Box Culvert	
Baltimore	Oregon Branch	Baltimore-Harrisburg Expressway	Concrete Box Culvert	
Baltimore	Hollins Ferry Road	Baltimore-Washington Expressway	Steel I-beam	Highway Grade Separation Structure
Baltimore	Patapsco River	Baltimore-Washington Expressway	Steel I-beam	Dual Bridges
Charles	Port Tobacco Creek	Md. Route 6	Steel I-beam	Replaced former 1-Way Structure.
Charles	Clark Run	Md. Route 6, 0.5 Mile east of La Plata	Concrete Box Culvert	Included road re-alignment.
Charles	Several Streams	Md. Route 3, Newburg to Tompkinsville	Reconstruction and and widening	1 new concrete culvert, 2 widenings
Caroline Queen Anne's	Tuckahoe Creek	Queen Anne-Hillsboro Bypass Md. Route 404	Steel I-beam	A 5-Span Structure
Caroline Queen Anne's	Norwich Creek	Queen Anne-Hillsboro Bypass Md. Route 404	Steel I-beam	3-spans
Caroline-Queen Anne's	Several Streams	Queen Anne-Hillsboro By-pass Md. Route 404	Concrete Box Culverts	Multiple cell structures
Caroline	Watts Creek	Relocation of Md. Route 404-313, 2 miles south of Denton	Steel I-beam	A 3-span bridge
Caroline	Choptank River	Relocation of Md. Route 313, Greensboro By-pass at Greensboro	Steel I-beam	Project incl. highway relocation
Dorchester	Slaughter Creek	Md. Route 16, Taylors Island to Mainland	Timber approach spans, Steel I-beam channel span.	Included approach work and paving. To replace old bridge.
Frederick	Potomac River	At Brunswick	Repairs to Existing steel truss bridge	Interstate Bridge.
Harford	U. S. Route 40	Boothby Hill Road at Boothby Hill	Rebuilding Collision Walls at Existing Bridge	Proect provided increased roadway widths for U.S. Route 40.
Howard	Md. Route 32	Relocation of U. S. Route 40	Steel I-beam	Highway grade separation structure
Kent	Mill Creek	U. S. Route 213	Concrete Box Culvert	Multiple-cell structure
St. Mary's	Locust Run	Md. Route 242, 0.5 Mile South of Morganza	Widening Existing Arch Bridge	Project incl. in widening of this highway
Somerset	Big Annamessex River	Relocation Md. Route 413, Westover to Marion	Steel I-beam	
Talbot	Miles River	Md. Route 370	Repairs to Existing Bridge	This was a major repair project
Washington	Little Beaver Creek	U. S. Route 40 East of Funkstown	Widening Existing Bridge	Project also included widening 2 small structures and greatly improved this highway between Boonsboro and Funkstown.
Washington	Beaver Creek	U. S. Route 40 at Kline's Mill	Widening Existing Bridge	
Washington	Landis Spring Branch	U. S. Route 40 East of Funkstown	Widening Existing Bridge	
Worcester		Ocean City—18th Street, on Atlantic Ocean	Timber Jetty	Beach anti-erosion project
Worcester	Turville Creek	Md. Route 589, between Grays Corner and Taylorville	Concrete Box Culvert	A secondary highway improvement



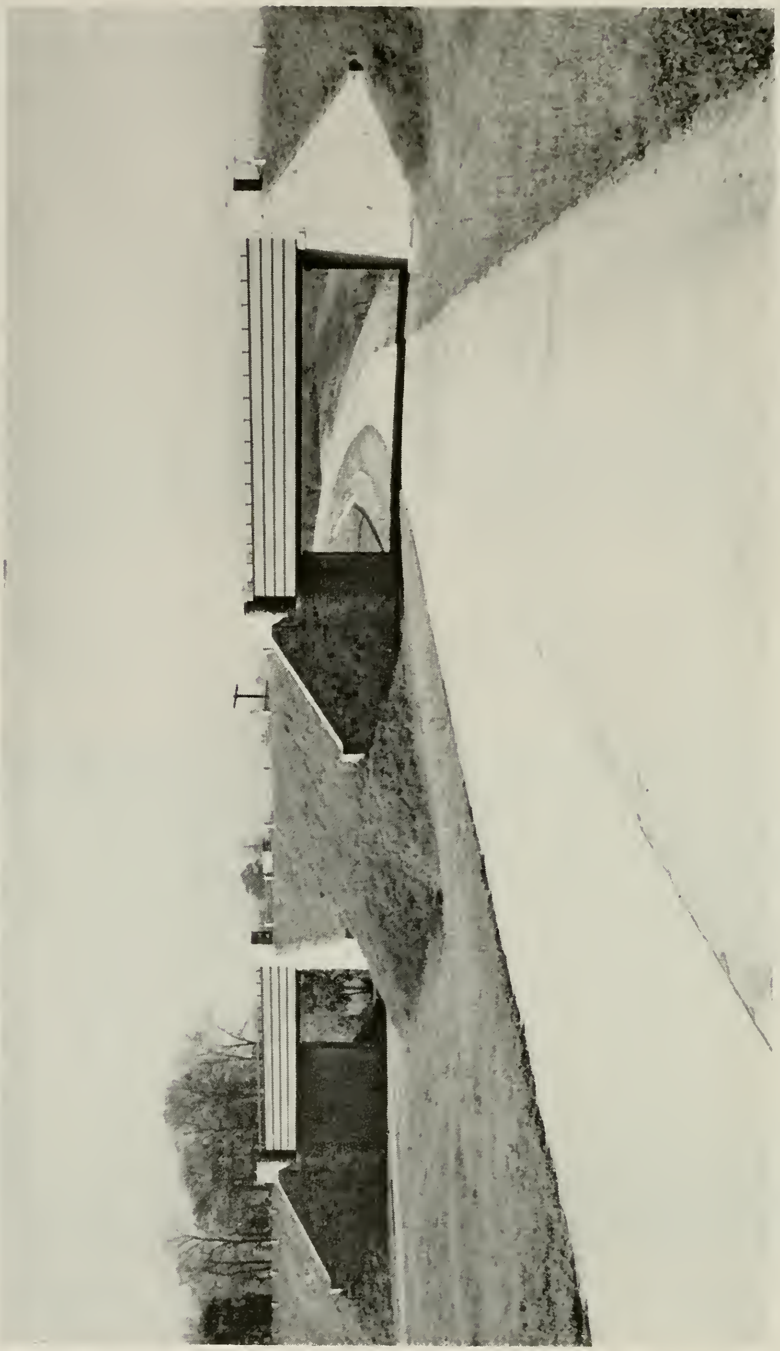
DETERIORATED CONDITION OF SUB-STRUCTURE BEFORE REPAIRS



SUB-STRUCTURE MASONRY RESTORED

MILES RIVER BRIDGE NEAR EASTON—MD. ROUTE 370

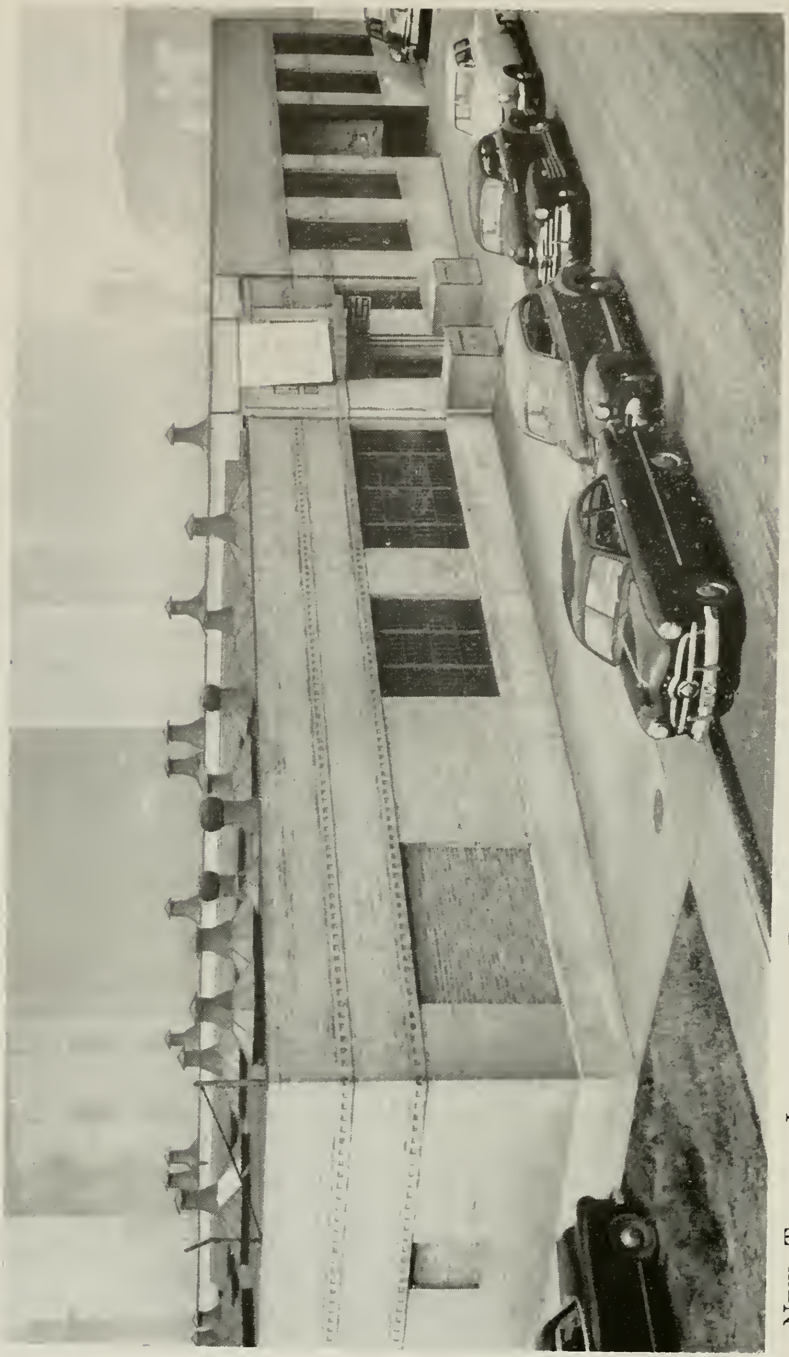
County	Crossing	Location	Type	Remarks
Allegany	U. S. Route 220	Relocation of U. S. Route 220, McCool toward Cumberland	Steel I-beam	High Grade Separation Structure
Allegany	Stream	Relocation U. S. Route 220, McCool toward Cumberland	Concrete Box Culvert	On approach to new interstate bridge at McCool.
Allegany	Georges Creek	Westernport	Steel Plate Girder	Replaced an old narrow bridge
Allegany	Georges Creek	Moscow Mills	Steel I-beam	A pedestrian and passenger car bridge
Allegany	Several Streams	Cresaptown to McCool, U. S. Route 220	Concrete Box Culverts	Several Structures
Allegany	Vale Run Branch	Clarysville to Vale Summit, Md. Route 55	Concrete Box Culverts	2 Structures required with Road Project
Anne Arundel	Hanover Road	Baltimore-Washington Expressway	Concrete Rigid Frame	Highway Grade Separation Bridge
Anne Arundel	Piney Run	Baltimore-Washington Expressway	Concrete Box Culvert	Supports a heavy fill Multiple-cell
Anne Arundel	Dorsey Road	Baltimore-Washington Expressway	Concrete Rigid Frame	Highway Grade Separation Bridge
Anne Arundel	Church Street Interchange	Baltimore-Washington Expressway	Steel I-beam	Highway Grade Separation Bridge
Anne Arundel	South River	Annapolis-Washington Expressway	Steel I-beam	40′ depth mud was displaced before this bridge could be commenced.
Anne Arundel	Davidsonville Road	Annapolis-Washington Expressway	Steel I-beam	Highway Grade Separation Bridge
Anne Arundel	Rutland Road	Annapolis-Washington Expressway	Steel I-beam	Highway Grade Separation Bridge
Anne Arundel	Patuxent River Road	Annapolis-Washington Expressway	Steel I-beam	Highway Grade Separation Bridge
Anne Arundel	Stream	Annapolis-Washington Expressway	Concrete Box Culvert	
Anne Arundel	Patuxent River	Annapolis-Washington Expressway	Steel I-beam	Large dual bridges
Anne Arundel	Severn River	About 1.25 mile upstream from present bridge near Annapolis	Deck Steel Plate Girder	Will be one of the largest bridges in State
Anne Arundel	Branch of Deep Creek	Md. Route 176 at Dorsey	Steel I-beam widening	
Anne Arundel	Piny Creek	Glen Burnie to Dorsey 1.5 Mile east of Dorsey Md. Route 176	Steel -Ibeam widening	
Anne Arundel	Sawmill Creek	U. S. Route 301, North end of Glen Burnie	Widened with Box Culvert	This project a great improvement to a former danger spot.
Anne Arundel	Fort Meade Road	Friendship Road Extention, Md. Route 170	Steel I-beam	Highway Grade Separation Bridge.
Baltimore	Padonia Road	Baltimore-Harrisburg Expressway	Steel I-beam	High Grade Separation Bridge.
Baltimore	Beaver Dam Road	Baltimore-Harrisburg Expressway	Steel I-beam	Highway Grade Separation Bridge. An attractive Stone Faced Bridge
Baltimore	West Branch Red House Run	Md. Route 7	Widening Existing Bridge	Included in resurfacing project.
Calvert - Charles	Patuxent River	Md. Route 231, Benedict to Hallowing Point	Steel I-beam with swing span	This will be one of the longest bridges in the State.
Cecil-Kent	Sassafras River	On U. S. Route 213 at Georgetown	Existing Bridge Repaired	The 26 piers supporting this bridge were seriously deteriorated by ice and other natural destructive forces. The repair scheme at this point entirely rebuilt the piers without closing the bridge to traffic.
Charles	Mattawoman Creek	U. S. Route 301, T. B. to Waldorf	Steel I-beam	
Carroll	Branch of Morgan Run	Md. Route 27, Westminster toward Taylorsville	Concrete Box Culvert	
Carroll	Stream	Md. Route 31, Westminter toward Libertytown	Widening Existing Bridge	
Frederick	Monocacy River	Washington National Pike, Relocation U.S. Route 240	Steel Girder	Long dual crossings of this historic river.
Frederick	U. S. Route 15	Washington National Pike, Relocation U. S. Route 240	Steel I-beam	Highway Grade Separation Bridge.



OVERPASS ON THE BALTIMORE-WASHINGTON EXPRESSWAY LOOKING SOUTH AT NURSERY ROAD (WEST)

JULY 1st, 1949 TO JUNE 30th, 1950—*Continued*

County	Crossing	Location	Type	Remarks
Frederick	Baltimore & Ohio Railroad	Washington National Pike, 0.6 Mile S. W. Frederick Junction	Steel I-beam	Carries highway over Railroad
Frederick	Araby Church Road	Washington National Pike, Relocation U. S. Route 240	Steel I-beam	Highway Grade Separation Bridge
Frederick	County Road	Washington National Pike, 2.5 miles E. of Monocacy River	Steel I-beam	Highway Grade Separation Bridge
Frederick	Firetower Road	Washington National Pike, Relocation U. S. Route 240	Steel I-beam	Highway Grade Separation Bridge
Frederick	Bennett Creek	Washington National Pike, Relocation U. S. Route 240	Steel I-beam	
Frederick	Md. Route 80	Washington National Pike at Urbana	Steel I-beam	Highway Grade Separation Bridge at Interchange.
Frederick	Tuscarora Creek	U. S. Route 15	Steel I-beam	To replace temporary bridge
Frederick	Weldon Creek	Md. Route 26, Unionville Relocation	Large Concrete Box Culvert	Supports heavy embankment
Frederick	Branch of Dolly Hyde Creek	Md. Route 31	Widening Existing Bridge	
Garrett	Several Streams	U. S. Route 219, Accident to Hoyes	Concrete Box Culverts	6 structures required with road project
Garrett	Mill Run Branch	U. S. Route 40, Keysers Ridge to Penna. Line	Concrete Box Culvert	
Harford	Bynum Run	Md. Route 22, Belair to Churchville	Concrete Box Culvert	
Howard-Pr. George's	Stream	U. S. Route 1, Laurel Bypass	Concrete Box Culvert	
Howard	Md. Route 97	Relocation U. S. Route 40	Steel I-beam	Highway Grade Separation Bridge
Howard	Little Patuxent River, etc.	Relocation U. S. Route 29	Steel I-beam	Project includes 5 structures. New highway to Washington.
Kent	Radcliff Creek	Md. Route 20, 1.0 Mile N. W. of Chestertown	Large Concrete Box Culvert	Completes modernization of this road.
Montgomery	Baltimore & Ohio Railroad	Bradley Boulevard at Bethesda	Pedestrian Tunnel	To serve a fast developing area.
Pr. George's	Brier Ditch	Md. Route 205, Edmonston Road	Multiple-cell Culverts	Several Structures on improved alignment.
Pr. George's	Henson Creek	Md. Route 5, D. C. Line toward T. B.	Concrete Box Culvert	On the new dual highway
Pr. George's	Md. Route 5	U. S. Route 301, T. B. Interchange	Steel I-beam	Highway Grade Separation Bridge
Pr. George's	Timothy Branch	U. S. Route 301, T. B. to Waldorf	Widening Existing Arch Bridge	Also included a new arch for the dual highway
Pr. George's	U. S. Route 301	Annapolis-Washington Expressway	Steel I-beam	Interchange Bridge
Pr. George's	Pennsylvania Railroad	U. S. Route 50, at Lanham	Pedestrian Bridge	Attached to existing bridge over R. R.
Pr. George's	Paint Branch	College Park	Pedestrian Bridge	
Queen Anne's	Pennsylvania Railroad	Md. Route 404, Queen Anne-Hillsboro Bypass	Steel Plate Girder	Underpass
Queen Anne's	Kent Island Narrows	U. S. Route 50, Stevensville-Queenstown	Steel I-beam with Bascule Span	On East approach to Chesapeake Bay Bridge
Queen Anne's	Piney Creek	U. S. Route 50, Stevensville-Queenstown	Steel I-beam	On East approach to Chesapeake Bay Bridge
Queen Anne's	Stevensville-Queenstown Highway	Md. Route 50	Steel I-beam	High Grade Separation Bridge
Queen Anne's	Branch of Wye River	Queenstown	Concrete Box Culvert	Multiple-cell
St. Mary's	Brooks Run	Leonardtown to Hollywood	Concrete Box Culvert	With rebuilt highway
St. Mary's	Stl Clements Creek	Md. Route 237	Steel I-beam	A 3-span bridge
Somerset	Manokin River	U. S. Route 13 at Princess Anne	Reconstruction of Existing Bridge	Bridge widened from 20′ to 36′
Talbot		S. R. C. Property at Easton, Md. Route 50	Garage Building for S. R. C.	Highway headquarters for the Easton Area
Talbot	Peachblossom Creek	Md. Route 333, Easton to Oxford	Widening Existing Bridge	A long needed project
Talbot	Trippe Creek	Md. Route 333, Easton to Oxford	Widening Existing Bridge	A long needed project
Wicomico	Barren Creek	U. S. Route 50—Vienna to Mardella Springs	Steel I-beam	Project also includes widening and repairing existing bridges across the Vienna Swamp.
Wicomico	Brewington Branch	U. S. Route 13, Salisbury-Delmar	Concrete Box Culvert	In connection with dual highway at this point.



NEW TESTING LABORATORY BUILDING—ALBEMARLE AND FLEET STREETS, BALTIMORE, MARYLAND

MATERIALS DIVISION

Materials used in the construction and maintenance of roads, bridges, and other structures, must first be approved by this Division. Control of the quality is effected through inspection, sampling, analysis and testing.

The Division's work is divided into two categories: Field and Laboratory. The field personnel, under the immediate supervision of Elliott P. Owings, inspects certain fabricated materials, obtains samples for the laboratory and controls the quality and quantity of other materials through appropriate field tests.

The laboratory, under the immediate supervision of B. Gordon Hesson, is equipped with precision instruments, standard testing machines and equipment with which refined analysis and physical tests are conducted. The laboratory staff is responsible for final rejection or approval of materials. On occasions, after the rejection of materials on the basis of laboratory tests, the Commission has engaged impartial private laboratories to retest in several questionable cases. The State Roads Laboratory findings have been consistently confirmed.

The number of samples tested during the period covered by this report showed an increase of 67 percent over the previous two-year period.

Because of this increase and expanded activities the need arose for additional trained technicians. In cooperation with officials of the local junior college, a specially designed course of instruction was offered. Specialists of the Division assisted the faculty in outlining courses, and they bore a major part of the teaching. Already several of the graduates have proved to be valuable additions to the laboratory staff.

Upon the realization that the laboratory at 647 W. Redwood Street had become outmoded, cramped, and unsuitable, the Commission acquired a more spacious building at 520 Albemarle Street. Formerly a prepared foods, one-story warehouse, the new building affords 16,000 square feet of floor space or about twice the area of the old building. At this time plans for alterations have been prepared and the contract awarded to renovate the building at Albemarle Street.

The work of the Materials Division is carried on under five sections: Soils, Chemical, Bituminous Materials, Bituminous Concrete, and Portlant Cement Concrete.

Soils Section

From the time of the ancient Romans, swamps have been recognized as a knotty problem by road builders. With the advent of modern, highspeed, point-to-point highways, these can no longer always be by-passed. Based on practicability and economy, the stabilization of swamp muck by the removal of water appears to be the solution. This can be accomplished by subjecting the muck to a pressure by weight of suitable fill material and installing drains through which the water entrapped in the muck can escape upward. During the past two summers, the Materials Division, with the sanction of the Commission, has worked to develop a new pervious concrete drain. Although the device has been found valid through laboratory experimentation, more work will be necessary before the idea can be put into use. The results of the work, however, are incorporated in a preliminary paper which will be presented before an appropriate national group.

During the last score of years the long neglected engineering properties of soil have been resolved into a definite practical form. Structural stability of soils is a criterion that the road engineer has found to be controlled by shrinkage, expansion, compaction and moisture. Methods for measuring these properties and a system of soil classification have been devised and found authentic.

A soil survey as conducted by this section, includes far more than meets the eye. Along a proposed right-of-way, samples of all types of soils are taken from borings which sometimes extend to a depth of 40 to 50 feet beneath the surface. After the analysis and classification of the soils is completed, the design engineer is directed to the best use of each soil type from the standpoint of its engineering properties. Recommendations are propounded for changes in line or grade and modification of design because of the presence of swamp muck, deposits of unsuitable soils, subsurface water sources, and other conditions conducive to differential settlement.

Notations are made describing the presence of good top soil and high grade subsoils which are useful in base or subbase construction. Information gathered from geological and soil maps, together with experience, are used in the accumulation and evaluation of this information. Specifications are written for the subbase. A description is given for the use of the best prevailing soils and available borrow material, gravel, and backfill. Field inspection trips are made to control variables in these soils and to solve any unforeseen problems requiring further study.

At the same time supervision is exercised over compaction control. The importance of satisfactory and uniformally compacted road foundations cannot be over-emphasized. The actual degree of compaction is measured by tests conducted by construction personnel. These results are compared with the laboratory densities for each soil involved throughout the project. The Construction Division and the Materials Divisions have collaborated closely to produce an effective control over soil compaction.

Soils Statistical Data:

Work Performed	July 1-48 to June 30-49	July 1-49 to June 30-50	Total
Borrow pits sampled and analysis performed	171	288	459
Gravel pits sampled and analysis performed	471	498	969
Top soils sampled and analysis performed	27	15	42
Soils sampled from surveys and analysis performed	859	706	1565
Proctor density and moisture determinations made	1628	2120	3748
163 Soil surveys made and soil profiles prepared for proposed construction of	206.3 miles	215.2 miles	421.5 miles
Total routine classifications analyses of soil samples	7505	7460	14,965

Between points where the traffic count is low and heavy loads infrequent, low cost roads are feasible and economical. This type of road is constructed mainly of good local materials in combination with stabilizing agents such as soluble salts, limestone screenings, cement, tar or asphaltic products to create an all-weather surface. Each project of this sort requires special study. The choice and the quantity of a stabilizing agent required to yield a suitable combination is predicated on tests conducted by the Soils Section. In many instances this group acts in an advisory capacity and assists in the actual construction of these projects.

CHEMICAL SECTION

The evaluation and control of certain materials can best be accomplished through chemical analysis. It is in this category that quality cannot be felt, seen, or revealed through destructive or other physical tests. It is only with adherence to correct chemical composition that these materials are the most effective.

Among the materials regularly tested in this section are fertilizer for roadside beautification, calcium chloride for low cost soil stabilized roads and highway shoulder treatment, and lime used as a soil neutralizer and for mortar.

Galvanized coatings on hardware and metal pipe showed a marked increase during the reporting period and emerged as the most frequently tested material for this section.

Paint, used in great quantity in State work, is carefully checked for close adherence to specifications.

The number of samples tested in this section more than doubled that of the previous two-year period.

Chemical Statistical Data:

Material	July 1-48 to June 30-49	July 1-49 to June 30-50	Total
Calcium chloride	16	7	23
Enamel, equipment	8	14	22
Enamel, sign	4	4	8
Fertilizer and Lime	13	32	50
Metal, Corrugated	342	345	687
Paint, aluminum	14	27	41
Paint, bridge	123	125	248
Paint, ferry system	10	11	21
Paint, guard rail	26	63	89
Paint, institutional	49	25	74
Paint, traffic	62	73	135
Pipe, helical	45	34	79
Varnish, spar	0	2	2
Water	25	81	106
Bitumastic	0	3	3
Asphalt varnish	13	11	24
Hardware, galv.	30	86	116
Conc. curing compounds	0	31	31
Cork	0	35	35
Primer and Sealer	0	12	12
Miscellaneous	7	9	16
Total tests performed	792	1030	1822

A study was made of sixteen different types of paint and consistent with progress in paint technology, specifications were revised to improve the product. Color requirements for State Roads paints were standardized to conform with applicable Federal Government specifications and assigned appropriate numerical color designations.

Some backfill material was suspected of containing minerals soluble in drain water and having a serious corrosive effect upon corrugated metal pipe. Tests were initiated to determine the rate of the reaction. Of necessity, the observation period was of long duration. However, it clearly indicated a corrosive rate so small that use can be made of materials heretofore regarded as unsuitable.

After the completion of applicable tests on a new type of colorless curing compound, the preparation was found to be suitable and advantageous for use on certain concrete work. A specification was adopted setting forth its composition requirements.

BITUMINOUS CONCRETE SECTION

The Bituminous Concrete Section is under the immediate supervision of Leo C. Haslbeck. Bituminous concrete, known as Specification "B", is the product of carefully graded mineral aggregate, bound together with asphalt cement. It is employed most frequently to resurface rough or badly disintegrated existing highway of acceptable line, grade and adequate foundation.

Rapid advancement has been made in its technology and as a result it is now used throughout the State. During the period of this report 1,305 samples of bituminous concrete were tested. This was representative of 242.8 miles of finished highway.

Technicians employed in testing the samples of bituminous concrete and supervisors exercising the exacting control required for the production of the mixture have offered suggestions for the further improvement of the product. Assembled, these ideas were embodied into a series of tests which were conducted on a circular track.

Basically, the unit consists of an enclosure within a laboratory where an automobile wheel attached to a rotating arm passes in a circle over a road bed prepared under strict laboratory conditions. Known wheel loadings are imposed upon this road with an accurate record of the number of passes over the section. The effects of this "traffic" can be observed and measured and finally the road sections removed for further analysis and study.

Resulting from these tests, theories were discarded or confirmed and important information was derived concerning the nature of the product.

The routine analysis of the proportioning of mixes actually applied to the road is done by a refluxing device developed in the laboratory. The apparatus and procedure has been presented at a recent meeting of an appropriate national body. To meet the requests for detailed information abcut the method, an illustrated paper was prepared, has been published and reprinted for distribution.

BITUMINOUS SECTION

Tar, asphalt and asphalt emulsions are used in prodigious quantity for road surfacing, base courses and maintenance. These materials, together with damp-proofing preparations, surface coatings, and other preparations, undergo physical tests in this section. Tests are performed prior to acceptance and at the time of shipment for use.

Fuels and lubricants used by State Roads vehicles and the Ferry System are subjected to appropriate tests prior to the awarding of the annual contracts for the supply of these products. Subsequent checks of these products during the contract period insures the continued quality.

Bituminous Statistical Data:

Material	July 1-48 to June 30-49	July 1-49 to June 30-50	Total
Asphalt Cement	102	85	187
Asphalt Cutback	154	78	232
Asphalt Emulsion	78	86	164
Creosote	5	1	6
Curing Agent, A. E.	5	6	11
Curing Agent, Cutback Asphalt	14	25	39
Dampproofing	26	13	39
Gasoline	8	7	15
Joint Sealing Material, Hotpoured	23	18	41
Naphtha	1	0	1
Oil, Form	5	7	12
Oil, Fuel	16	24	40
Oil, Lubricating	22	19	41
Paper, Curing	0	0	0
Pipe, Asphalt Coated	42	104	146
Tar—Liquid	7	15	22
Tar, Pitch	0	3	3
Waterproofing	17	14	31
Pipe, Asphalt cement coated	0	6	6
Waterproof fabric	4	12	16
Cotton duck	2	8	10
Colorless Curing Compound	3	6	9
Asphalt Cement, sub-seal	0	8	8
Roofing Felt	0	1	1
Roofing Paper	2	0	2
Total tests performed	536	546	1,082

PORTLAND CEMENT CONCRETE SECTION

The controls on the production of concrete used in State Roads bridges, highways and other structures are exercised prior to, during, and after the construction.

All materials entering into the production of concrete must receive Laboratory approval before any mixing is started. These ingredients are cement, fine and course aggregate, water, and specialized additives. Based on the assay of each element, a job mix design is evolved, prescribing the proportional quantities of each component.

During the construction continual checks are made on the materials as they are received. Deviations from the initial values dictate proportioning adjustments.

Steel bars and wire mesh for the internal reinforcement of concrete are examined for size and quality and tested for tensile and yield strengths.

When a concrete road is completed and has gained sufficient strength to support vehicular traffic, a truck mounted core drilling device is employed to drill cores from the road. These cores are measured for thickness and these measurements are compared with specification requirements.

A variety of other materials requiring destructive physical tests add to the function of this section.

Tests made by the Portland Cement Concrete Section:

Material	July 1-48 to June 30-49	July 1-49 to June 30-50	Total
Brick	28	12	40
Block, Concrete	4	10	14
Cement	44	64	108
Cores, Concrete drilled	335	456	791
Cylinders, Concrete	1,949	3,999	5,948
Gravel	107	140	247
Guard Fence, Fittings and Cable	25	19	44
Hardware, misc.	15	16	31
Joint Filler, Premoulded	36	66	102
Miscellaneous	28	6	34
Mix designs, Concrete	193	284	477
Pipe, Cast Iron	7	18	25
Pipe, Concrete Perf.	2	2	4
Pipe, Concrete Plain	3	3	6
Pipe, Reinforced	204	361	565
Pipe, Vitrified	20	34	54
Sand	197	257	454
Screenings and Dust	109	50	159
Slag	24	26	50
Steel, Reinforcing	396	761	1,157
Stone	208	148	356
Wire and Mesh	262	501	763
Copper Flashing	5	22	27
Total tests performed	4,201	7,255	11,456

A device for measuring the deformations on steel reinforcing bars was developed and made up by an engineer of the Division. This idea is unique and a large local manufacturer of these bars has produced the device for his own use.

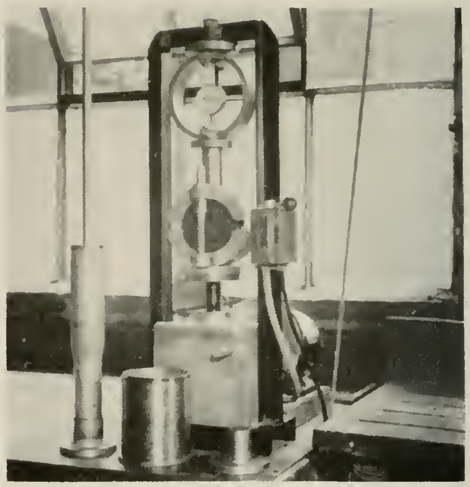
CONCLUSION

Incident to the accelerated roadbuilding program, the Division has received and tested a proportionately larger number of samples during this biennial period. Factors responsible for making this possible were the conscious development of teamwork among technicians, the improvement of methods and the design and production of specialized slide rules, nomographs and simplified procedures to speed calculations.

As the need arose, it has been the practice of the Division to increase the overall efficiency and knowledge of the group through lectures, conferences and demonstrations.

Five selected members of the staff spent two weeks in observation and study at the Division of Physical Research of the Bureau of Public Roads. By this they became acquainted with and obtained a broader knowledge of recently developed test procedures and methods of design.

UNIVERSAL TESTING MACHINES FOR STRENGTH TESTS ON STEEL AND CONCRETE



MARSHALL STABILOMETER, DETERMINES THE STABILITY OF BITUMINOUS CONCRETE MIXTURES

PORTABLE BEAM TESTING MACHINE. CONCRETE MUST ATTAIN A SPECIFIC FLEXUOUS STRENGTH BEFORE A NEW ROAD IS OPENED TO TRAFFIC.

CIRCULAR TEST TRACK SIMULATES ROAD CONSTRUCTION, ACCELERATES THE DETERMINATION OF STABILITY, DURABILITY AND CHAIN RESISTING REACTION OF VARIOUS TYPES OF BITUMINOUS CONCRETE.

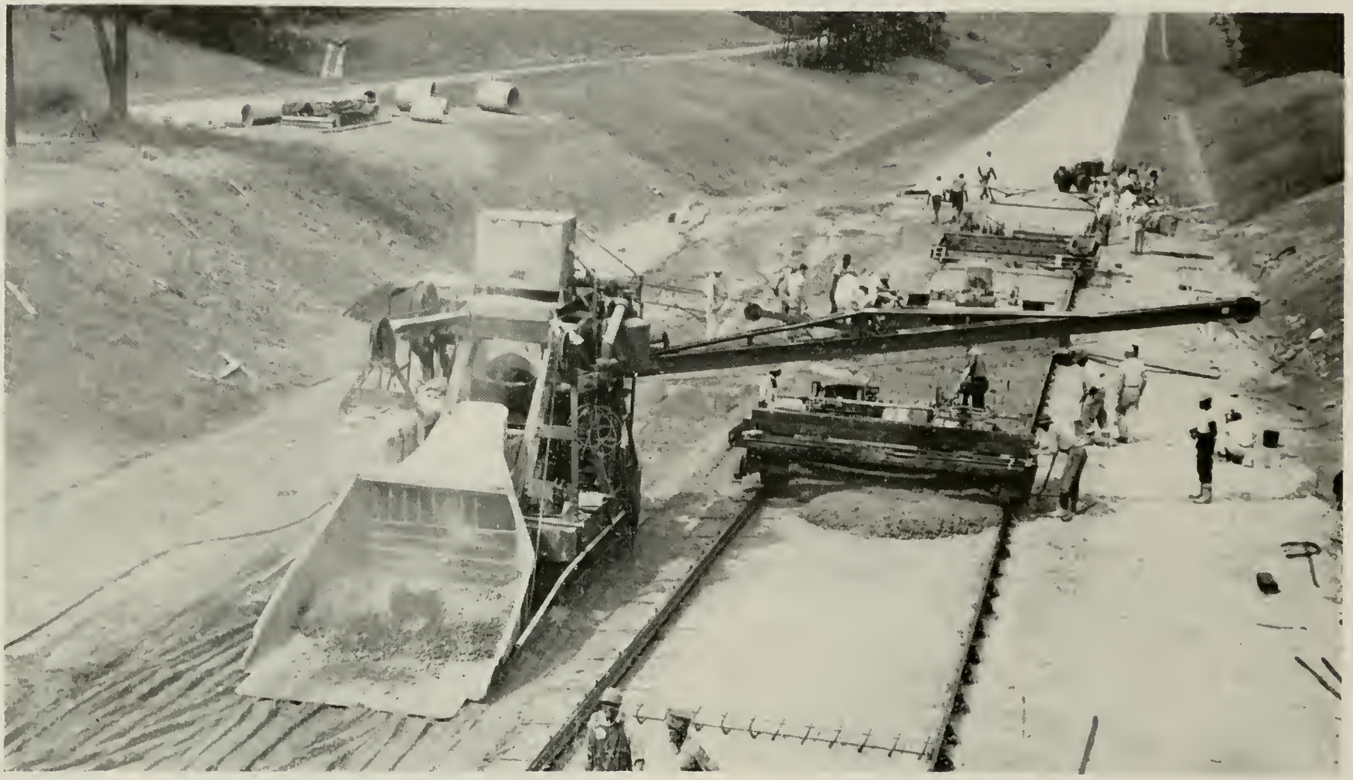
In the past it has been necessary to employ the services of an accredited examiner to approve welders. In early 1949 a member of the division attended a leading mid-western welding school and became qualified in this capacity and the inspection of welding work.

A short course in methods of batching, sampling and testing of Portland Cement concrete ingredients, offered at the University of Maryland was attended by five of the Laboratory personnel specializing in that type of work.

Annually, refresher classes were conducted by trained Materials personnel for construction inspectors responsible for work in both bituminous concrete and Portland Cement concrete projects.

In early 1949 the Commission sponsored a two-day conference on bituminous concrete placing and finishing. Morning sessions were held in the laboratory and afternoon demonstrations were conducted on the premises of a leading local equipment distributor.

The Materials Division could not have accomplished the foregoing without the asistance and cooperation of other Department and Divisions. The members of the Materials Division take this opportunity to express their sincere appreciation.



POURING 12 FOOT SECTION OF CONCRETE PAVING ON SOUTHBOUND LANE OF BALTIMORE-WASHINGTON EXPRESSWAY NEAR HAMMOND'S FERRY ROAD OVERPASS

CONSTRUCTION DIVISION

The Construction Division forms a direct contact between the Assistant Chief Engineer—Construction, and the six District Engineers, relative to the engineering, construction and staffing of highway and bridge projects. The Division has three primary operational functions, as follows:

1. Overall supervision of construction work.
2. Engineering work involved in reconciling construction plans as prepared by the Departments of Road and Bridge Design with conditions existing on the project site at that time.
3. The procurement and maintenance of an adequate engineering and inspection staff on construction projects.

The upper echelon of the Division's personnel subject the several construction projects to periodic inspections, as an assurance that the engineering details of the plans and provisions of the Specifications, under which the project is being constructed, are being adhered to. The adequacy and efficiency of the engineering, inspection and supervision are noted, as well as the adequacy of the contractor's personnel, equipment and progress on the work; the adequacy of the materials of construction furnished by the contractor and the method of their incorporation into the work; also a minute inquiry into the numerous details of construction which form the basis of a satisfactorily completed project. Written reports are submitted, which contain the detailed results of all inspections, and copies of same are made available to the District Engineers, Construction personnel on the project, all Department Heads, the Chief Engineer, the Deputy Chief Engineer, and the State Roads Commission. The net result of these reports is that all engineering personnel concerned with the construction of a project are kept informed and provided with an overall description of the status of the work. A monthly summary of the progress of all projects and of the broad sub-divisions of the work on each project is compiled, edited and issued by this Division.

Subsequent to the semi-final completion of construction plans, a preliminary field inspection of each proposed project is made by the Construction Division. This work is done prior to the completion of the plans in their final state, ready for advertising for bids thereon. This highly important work forms the connecting link between the plans as ultimately used and the details of topography which exists on the site of a proposed project. Representatives of the District Office, the Division of Road or Bridge Design, Materials Division, and in the case of projects involving Federal participation, the Bureau of Public Roads assist in the field work performed in the course of this inspection. In the performance of this duty, the Construction Engineer considers and makes recommendations concerning all aspects of the alignment and grades of the proposed roadway as they affect the highway proper, surrounding properties, County and State roads intersections, etc. All drainage situations are carefully considered, such as, proper location of small bridge structures, pipe culverts, location of drainage ditches and underdrain, so as to provide adequate drainage and guarantee the perpetuation of a stable base for the highway. During the fiscal years ending June 30, 1949 and June 30, 1950, the mileage of the proposed projects covered by such inspections was 216 and 214 miles, respectively.

The procurement and maintenance of an adequate staff of trained and experienced engineering personnel to competently supervise the large number of projects and the work entailed by the expanded construction program of the Commission is probably the greatest problem of the Construction Division and one which has caused the utmost concern to the engineering staff of the Commission. The maintenance of an adequate engineering and inspection force requires the frequent interviewing and employment of applicants, subject to examination by the State Employment Commission. The turn-over in personnel has been comparatively large for this type of work due to the fact that applicants employed on a "temporary appointment" basis may consider the job as a stop-gap, be found unsuitable for the work from their own or the Commission's viewpoint before the end of their probation period, or find other work at a higher rate of compensation. The development of an adequate force to fully protect the interest of the State Roads Commission on all construction projects has been an ever present problem.

While there has been a large increase in the number of inspection personnel during this biennium, it has been necessary, due to the scarcity of trained men, to place one experienced man in general charge of the field engineering and inspection on many important major projects, such as the following:

The Baltimore-Washington Expressway, consisting of eleven contracts, covering 10.5 miles of road with sixteen bridge structures, and involving a contract cost of $8,108,110.00.

The Washington-National Highway consisting of six contracts, including 4.660 miles with five bridge projects, and a combined contract cost of $2,886,479.00.

The Annapolis-Washington Expressway, which includes two highway contracts, totaling 9.762 miles of highway and two bridge contracts, all at an aggregate cost of $4,024,108.00.

The Baltimore-Harrisburg Expressway, which includes two road contracts, totaling 4.122 miles and three bridge contracts, at a total cost of $1,839,923.00.

In some instances it was possible to obtain the services of experienced men to assist the key man, who acted as project engineer on these works, but in a number of cases their assistance was confined to personnel of limited experience, and in some cases to personnel consisting of high-school graduates with absolutely no field experience. Through unfailing loyalty, untiring efforts, and long hours of work, however, these men have been able to competently discharge their duties and have rendered a great service to the Commission, and to their State.

The present world situation will further increase this Division's personnel problems inasmuch as of the three hundred and forty-five employees assigned to inspection work, one hundred and fifty-three are in the 19-26-year age group, and seventy others are in some branch of military organizations, either active or on reserve subject to recall. The procurement and assignment of personnel in the Construction Division has been capably handled by Warren B. Duckett, Assistant Construction Engineer.

The Materials Division cooperated with the Construction Division in the training of personnel by conducting during January 1950 classes in instruction for twenty-nine men selected for inspection work at asphaltic concrete production plants, both portable and permanent. It would be desirable if the same procedure were to be followed during the winter months of 1951.

A comparison of personnel for the fiscal years 1946 to 1950 is as follows:

Classification	6-30-46	6-30-47	6-30-48	6-30-49	6-30-50
Assistant Chief Engineer—Construction	0	0	0	1	1
Construction Engineer	1	1	1	1	1
Assistant Construction Engineer	1	1	1	1	1
Senior Stenographer	1	1	1	2	2
Junior Stenographer	0	0	0	1	1
Jr. Asst. Bridge Engineer, Grade I	5	4	6	4	7
Jr. Asst. Bridge Engineer, Grade II	3	2	2	1	8
Jr. Asst. Highway Engineer, Grade I	13	14	22	24	32
Jr. Asst. Highway Engineer, Grade II	4	4	10	10	23
Road Inspector, Grade I	23	26	28	33	40
Road Inspector, Grade II	27	36	48	51	59
Road Inspector, Grade III	13	11	62	113	176
TOTALS	91	100	182	242	351

In the period covered by this report, two hundred and eighteen contracts were awarded; 461.082 miles of road were completely rebuilt or improved at an authorized cost of $81,494,955.00. The details of these contracts in each District will be found in the respective District Engineers' reports, as included herein.

RECENTLY COMPLETED CONCRETE ROAD ON MD. ROUTE 413 BETWEEN WESTOVER AND MARION IN SOMERSET COUNTY

DISTRICT NO. 1

Headquarters—Salisbury, Maryland

C. ALBERT SKIRVEN
District Engineer

CARROLL L. BREWINGTON, Jr.
Assistant District Engineer
Construction

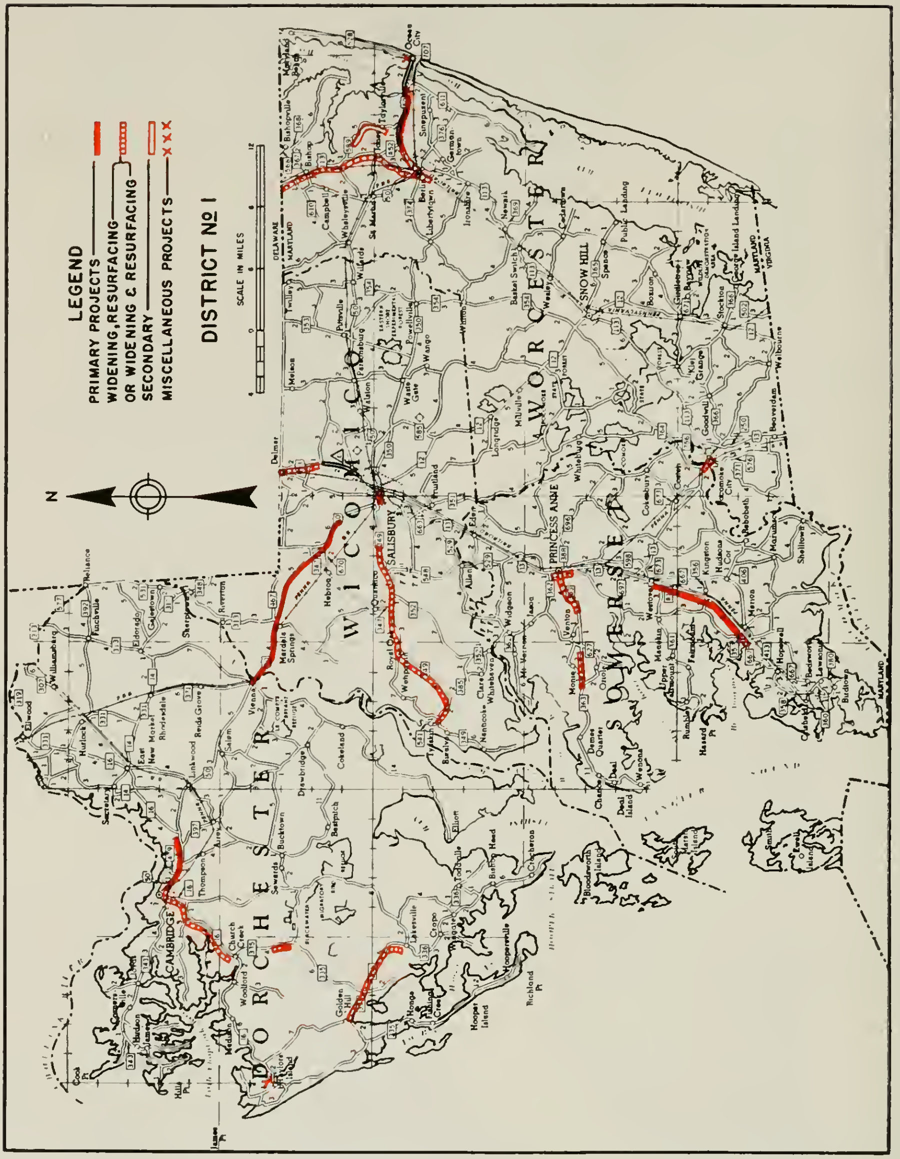
HARRY V. JONES
Acting Assistant District Engineer
Maintenance

DORCHESTER COUNTY
WM H. MOORE
Resident Maintenance Engineer

SOMERSET COUNTY
HAROLD H. CULLEN
County Roads Superintendent

WICOMICO COUNTY
CLARENCE W. TAYLOR
Junior Assistant Highway Engineer

WORCESTER COUNTY
WM. F. WALLER
Resident Maintenance Engineer



Plat of District No. 1—Projects Awarded Fiscal Years 1949-1950—Superimposed

DISTRICT NO. 1

District No. 1 comprises Dorchester, Somerset, Wicomico, and Worcester Counties. It is bounded generally as follows: On the north by the Choptank River, on the east by the Maryland-Delaware Line and the Atlantic Ocean, on the south by the Maryland-Virginia Line, and on the west by the Chesapeake Bay.

The State Roads Commission maintains, in addition to the State roads system in the district, 1,262.17 miles of County roads in Somerset, Wicomico, and Worcester Counties. The Dorchester County Roads Board maintains the County system in Dorchester County.

MAINTENANCE OPERATIONS AND IMPROVEMENTS

July 1, 1948 to June 30, 1949

The general maintenance operation on the State system, beginning at the end of surface treatment season in September and progressing with the seasons is as follows:

Hauling local bank gravel to restore shoulders, cleaning of culverts and ditches, cutting bushes along the right of way, erection of snow fence, pouring seams, snow removal and ice treatment, stocking cover material for surface treatment, dismantling snow fence, mowing road sides, and surface treatment.

Blading of shoulders, patching of surface, and traffic service operations proceed throughout the year as needed.

Maintenance operations on the County system are generally as on the State system except there is more hauling of local bank gravel to stabilize graded roads and more blading of these roads to keep them in shape.

The equipment used in all maintenance operations on both State and County systems consists mainly of: 36 dump trucks, 3 cranes, 13 motor patrol units, 1 Athey loader, 6 bulldozers, 6 shoulder maintainers, 8 rollers—5-10 ton.

Personnel is kept at the lowest level consistent with efficiency in order to use as much of the maintenance funds as possible for equipment use and purchase of materials, the work being as far as possible spread around the year to give constant employment to the least number of men. The entire district payroll, exclusive of construction men, contains approximately 190 names.

Surface treatment in the entire district on both systems, State and County, in the summer of 1949 covered 257.44 miles, using 852,295 gallons of oil and 30,673 tons of cover material.

MAINTENANCE OPERATIONS AND IMPROVEMENTS

July 1, 1949 to June 30, 1950

Maintenance activities in this period were similar to those of the preceding fiscal year, and differed only in amount of work needed to be done in various maintenance items.

The rather mild winter did no extensive damage to State and County roads systems. Snow removal and ice treatment were at a minimum.

The need for patching surfaces was less on the State system due to extensive rehabilitation and reconstruction. On the County systems of Somerset, Wicomico and Worcester, however, more patching was needed since the all-weather roads systems in these counties (constructed at lowest cost) are increasing in extent of coverage. The approximate percentage of oiled surface at present is as follows:

Somerset County—oiled surface = 42.89 miles of 287.29 miles = 15%
Wicomico County—oiled surface = 177.87 miles of 528.15 miles = 33%
Worcester County—oiled surface = 92.83 miles of 446.73 miles = 21%

District wide surface treatment in the summer of 1950 covered 219.70 miles using 895,099 gallons of oil and 31,006 tons of cover material.

Tables showing data pertaining to road construction contracts awarded; projects completed; and maintenance reports for the period of July 1, 1948 to June 30, 1950 follow:

ROAD CONSTRUCTION CONTRACTS—JULY 1, 1948

Project No.	Contract No.	LOCATION			Miles	Description of Project
		Route No.	From	To		
						PRIMARY PROJECTS JULY 1, 1948 TO JUNE 30, 1949
26	S-156-1	Md. 413	Westover	0.71 mi. S.W. of Marion	7.620	One Lane Reinforced Concrete Surfacing
						JULY 1, 1949 TO JUNE 30, 1950
39	Wo-253-1	U.S. 50	Herring Creek	0.3 mi. W. of Md. 452	3.885	Dual Highway—Reinforced Concrete Surf.
43	D-211-1	U.S. 50	2 mi. W. of Mt. Holly	Sunburst Ave.	1.270	Pen. Mac. and Spec. "B" Surfacing
31	Wi-199-1	U.S. 50	Vienna	2.1 mi. E. of Mardella	5.636	Pen. Mac. Surfacing, Spec. "B" Surfacing
43-A	D-211-2	U.S. 50	Mt. Holly	1.27 mi. E. of Cambridge	2.338	Pen. Mac. and Spec. "B" Surfacing
58	Wi-199-3	U.S. 50	2.4 mi. S.E of Mardella	2.8 mi. N. of Salisbury	6.315	Pen. Mac. Base and Spec. "B" Surfacing
				Total—'49—'50	19.444	
	6			TOTAL PRIMARY	27.064	
						WIDENING & RESURFACING JULY 1, 1948 TO JUNE 30, 1919
31		U.S. 113	North & South thru Berlin		0.610	Spec. "B" Resurfacing
32	Wo-301	U.S. 113	N. Limits of Berlin	Delaware Line	9.200	Spec. "B" Resurfacing
126		U.S. 50	Berlin	Twd. Ocean City	1.700	Spec. "B" Resurfacing and Widening
123	S-179	Md. 363	5.0 mi. W. Princess Anne	Twd. Deal Island	2.500	Spec. "B" Widening
136	Wo-309	U.S. 13	Thru Pocomoke		0.610	Spec. "B" Resurfacing
137		Md. 363	W. Lim. Princess Anne	Twd. Deal Island	2.500	Spec. "B" Resurfacing
109	D-218	Md. 16	RR. Tracks Cambridge	Twd. Church Creek	0.900	Spec. "B" Resurfacing
110		Md. 335	Blackwater Bridge	N. Twd. Church Creek	2.100	Spec. "B" Widening and Resurfacing
157	D-219	Md. 16	0.3 mi. S. Cambridge	Church Creek	6.000	Spec. "B" Widening and Resurfacing
				Total—'48—'49	26.120	
						JULY 1, 1949 TO JUNE 30, 1950
139	Wi-133-6	U.S. 13	Leonard's Mill Pond	Delmar	2.132	Pen. Mac. Base & Spec. "B" Surfacing
186	S-180	Md. 413	Md. 357 S.W. thru Marion		0.769	Spec. "B" Resurfacing
191	S-181	U.S. 13	Pr. Wm. & Wash. St.	Princess Anne	1.171	Spec. "B" Resurfacing
192	Wi-259		Isabella St. N Div. St. Cit	y Limits, Salisbury	1.023	Spec. "B" Resurfacing
2-A	Wi-260	Md. 349	Rockawalkin	Twd. Tyaskin	12.557	Spec. "B" Resurfacing
219	D-225	Md.336,335	Lakesville	Great Marsh Creek	6.700	Pen. Mac. Resurfacing
191-A	S-181-1	U.S. 13	Brg. over Manokin River	in Princess Anne	Br.	Reconstruct and Widen Bridge
				Total—'49—'50	24.352	
	12		TOTAL WIDENING A	ND RESURFACING	50.472	
						SECONDARY JULY 1, 1948 TO JUNE 30, 1949
	Wo-285-1	Md. 589	S. E. of U.S. 113	Twd. Gray's Corner	1.893	Grading and Drainage
						JULY 1, 1949 TO JUNE 30, 1950
	Wo-285-5	Md. 589	1.1 mi. S.E. U.S. 113	Twd. Gray's Corner	1.562	Stab. Base Course
	2			TOTAL SECONDARY	3.455	
						MISCELLANEOUS JULY 1, 1948 TO JUNE 30, 1949
	Ed-27-114		Bridges—Dor., Wico., &	Wo. Counties		Cleaning and Painting Bridges
	Wo-310-1		18th Street—Ocean City			Tumber Jetty
				Total—'48—'49		
						JULY 1, 1949 TO JUNE 30, 1950
	D-102-1	Taylor's Island Br.	Bridge over Slaughter's C	reek		Treated Timber Pile Bridge
	Wi-231-8		Near Boundary Ave.—SR	C Prop. Salisbury		Construction P.R.R. Siding
				Total—'49—'50		
	4			TOTAL MISCELLANEOUS		
			6—Primary		27.064	
			12—Widening & Resurf.		50.472	
			2—Secondary		3.455	
			4—Miscellaneous			
			24—GRAND TOTALS		80.991	

TO JUNE 30, 1950 DISTRICT No. 1

Engineer's Estimate	Contract Cost	Date Advertised	Bids Opened	Date of Award	Amount Authorized Incl. R/W and Contract	Date of Notice To Proceed	Date Started	Contractor	Date Completed or Percent Completed as of June 30, 1950
1,157,792	1,162,276	Mar. 8,'49	Mar. 22,'49	Apr. 20,'49	1,386,617	May 4,'49	May 17,'49	C. J. Langenfelder & Son	83.5
1,167,359	971,117	June 14,'49	June 28,'49	Aug. 3,'49	1,214,181	Aug. 15,'49	Aug. 16,'49	Nello L. Teer Company	78.3
223,186	212,708	July 26,'49	Aug. 9,'49	Aug. 17,'49	287,111	Aug. 25,'49	Sept. 6,'49	T. B. Gatch & Son, Inc.	92.0
831,686	794,197	Aug. 30,'49	Sept. 13,'49	Oct. 4,'49	1,013,326	Oct. 19,'49	Oct. 26,'49	Thomas A. Reilly Company	44.0
299,120	284,252	Oct. 11,'49	Oct. 25,'49	Dec. 14,'49	401,890	Jan. 4,'50	Jan. 16,'50	Thomas A. Reilly Company	29.3
695,531	659,707	Mar. 28,'50	Apr. 18,'50	Apr. 19,'50	783,664	May 1,'50	May 1,'50	T. Edgie Russell Company	17.0
3,216,882	2,924,981				3,700,178				
4,374,674	4,087,257				5,086,795				
212,335	188,595	Mar. 15,'49	Apr. 5,'49	Apr. 13,'49	216,884	May 16,'49	June 2,'49	T. B. Gatch & Son, Inc.	8-14-49
88,667	87,278	Mar. 15,'49	Apr. 5,'49	Apr. 13,'49	100,370	July 11,'49	Aug. 9,'49	Eastern Highway Corp.	9-19-49
51,362	48,869	Apr. 19,'49	Apr. 18,'49	Apr. 27,'49	56,199	June 13,'49	June 14,'49	Eastern Highway Corp.	9-20-49
215,904	202,090	Apr. 5,'49	Apr. 19,'49	Apr. 27,'49	232,403	May 27,'49	June 6,'49	Bituminous Constr. Co.	10-7-49
568,268	526,832				605,856				
153,412	164,671	Oct. 11,'49	Oct. 25,'49	Dec. 28,'49	289,372	Feb. 2,'50	Mar. 1,'50	H. Lay Phillips & Co.	16.8
47,586	45,657	Jan. 31,'50	Feb. 21,'50	Mar. 1,'50	52,506	Mar. 30',50	Apr. 3,'50	Eastern Highway Corp.	5-4-50
320,741	275,831	Jan. 31,'50	Feb. 21,'50	Mar. 1,'50	317,206	Apr. 4,'50	June 12,'50	Eastern Highways Corp.	12.0
204,535	178,898	Apr. 4,'50	Apr. 25,'50	Apr. 26,'50	205,733	May 17,'50	May 17,'50	H. Lay Phillips & Co.	41.0
22,658	31,773	May 23,'50	June 13,'50	June 21,'50	31,539			George & Lynch, Inc.	0
748,932	696,830				901,356				
1,317,200	1,223,662				1,507,212				
130,237	110,939	Feb. 21,'49	Mar. 15,'49	Apr. 17,'49	138,580	Apr. 18,'49	May 21,'50	Hannaman-Burroughs	9-29-49
65,980	63,162	Feb. 7,'50	Feb. 21,'50	Apr. 5,'50	87,636	Apr. 17,'50	Apr. 26,'50	Pleasanton & Edgell	40.7
196,217	174,101				226,216				
20,000	10,000	Feb. 15,'49	Mar. 1,'49	Mar. 30,'49	11,500	Apr. 25,'49	May 3,'49	Dormant Painting Co.	7-19-49
15,670	12,381	May 10,'49	May 31,'49	June 8,'49	14,238	June 28,'49	July 10,'49	E. A. & J. O. Crandell	10-4-49
35,670	22,381				25,738				
245,010	219,248	June 7,'49	June 28,'49	July 20,'49	253,635	Aug. 9,'49	Aug. 18,'49	John D. Sheetz Constr. Co.	86.0
5,800	3,365	Jan. 10,'50	Jan. 24,'50	Feb. 2,'50	3,870	Feb. 28,'50	Mar. 8,'50	Force Constr. Co., Inc.	5-6-50
250,810	222,613				257,505				
286,480	244,994				283,243				
4,374,674	4,087,257				5,086,795				
1,317,200	1,223,662				1,507,212				
196,217	174,101				226,216				
286,480	244,994				283,243				
6,171,571	5,730,014				7,103,466				

DOLLAR VALUE OF CONTRACTS COMPLETED JULY 1, 1948 TO JUNE 30, 1950
DISTRICT No. 1

Project No.	Contract No.	LOCATION			Miles	Description of Project	Date Authorized	Amount Authorized	Date Completed	Contractor
		Route	From	To						
					1947	PROGRAM				
	S-158-1	Md. 598	King's Creek	Dublin Road	1.059	Surfacing	June 21,'47	29,137	Aug. 19,'48	Hannaman-Burroughs Co.
	Wo-284	U.S. 113	Berlin	Delaware Line	17.370	Spec. "B" Widening	July 25,'47	233,539	Nov. 9,'48	E. C. Valentine
	Wi-230	U.S. 50	Parsonsburg	Worcester Co. Line		Spec. "B" Resurfacing				
	S-83-4	U.S. 13	Westover	Toward Pocomoke	2.403	Concrete Surfacing	Aug. 20,'47	329,635	July 15,'49	H. Lay Phillips
	Wi-299-1									
	Wo-242-1	....	Shad Point Bridge and Dam	....		Treated Timber Pile Bridge	Aug. 20,'47	51,793	July 3,'48	George & Lynch
	S-159-1	Md. 361	Westover	Upper Fairmount	1.316	Surfacing	Oct. 23,'47	28,517	Nov. 19,'48	Hannaman-Burroughs Co.
	S-83-3	U.S. 13	End Cont. S-83-4	Toward Pocomoke	3.606	Concrete Surfacing	Oct. 30,'47	521,030	June 14,'49	Williams Construction Co.
	S-161-1	....	Ext. Jenkins Creek Road	....		Bituminous Stabilized Surfacing	Nov. 25,'47	27,287	Oct. 16,'48	Waller Paving Co.
	7			Total Projects Completed	25.754			1,223,968		
					1948	PROGRAM				
2	Wi-245	Md. 349	Rockawalkin	Tyaskin	12.600	Penetration Macadam Shoulders	Feb. 3, 48	121,644	July 21, 48	E. Stewart Mitchell
1-33	Wo-300	U.S. 113	Snow Hill	Pocomoke	10.650	Spec. "B" Widening and Resurfacing	Feb. 25, 48	232,956	Sept. 12, 48	Tri-State Asphalt Corp.
	Wi-242-1									
	Wo-299-1	....	Bridge over Pocomoke River	at Sheppard's Crossing		Treated Timber Bridge	Apr. 28, 48	9,156	Sept. 8, 48	George & Lynch
	3			Total Projects Completed	23.250			364,056		
					1949	PROGRAM				
	Ed-27-114		Bridges District No. 1	....		Cleaning and Painting Bridges	Mar. 30,'49	11,500	July 19,'49	Dormant Painting Co.
59	Wo-285-1	Md. 589	S. E. of U.S. 113	Toward Gray's Corner	1.893	Grading and Drainage	Apr. 7,'49	138,580	Sept. 19,'49	Hannaman-Burroughs Co.
31	....	U.S. 113	North & South thru Berlin	....	0.610	Spec. "B" Resurfacing				
32	Wo-301	U.S. 113	N. Limits of Berlin	Delaware Line	9.200	Spec. "B" Resurfacing	Apr. 13,'49	216,884	Aug. 4,'49	T. B. Gatch & Sons, Inc.
126	....	U.S. 50	Berlin	Toward Ocean City	1.700	Spec. "B" Resurfacing & Widening				
123	S-179	Md. 363	5 mi. W. of Princess Anne	Toward Deal Island	2.500	Spec. "B" Widening				
136	Wo-309	U.S. 13	Thru Pocomoke	....	0.610	Spec. "B" Resurfacing	Apr. 13,'49	100,370	Sept. 19,'49	Eastern Highways Corp.
137	....	Md. 363	W. Limits Princess Anne	Toward Deal Island	2.500	Spec. "B" Resurfacing				
109	D-218	Md. 16	R.R. Tracks Cambridge	Toward Church Creek	0.900	Spec. "B" Resurfacing				
110	....	Md. 335	Blackwater Bridge	N. toward Church Creek	2.100	Spec. "B" Widening & Resurfacing	Apr. 27,'49	56,199	Sept. 20,'49	Eastern Highways Corp.
157	D-219	Md. 16	0.3 mi. S. of Cambridge	Church Creek	6.000	Spec. "B" Widening and Resurfacing	Apr. 27,'49	232,403	Oct. 7,'49	Bituminous Constr. Co.
	Wo-310-1	....	18th St., Ocean City	....	...	Timber Jetty	June 8,'49	14,238	Oct. 4,'49	E. A. & J. O. Crandell
	7			Total Projects Completed	28.013			770,174		
					1950	PROGRAM				
....	Wi-231-8	....	Near Boundary Ave. S.R.C.	Property Salisbury	....	Construction R. R. Siding	Feb. 2,'50	3,870	May 6,'50	Force Construction Co.
186	S-180	Md. 413	Md. 357 Southwesterly	Thru Marion	0.769	Spec. "B" Resurfacing				
191	S-181	U.S. 13	Washington & Pr. Wm. Sts.	Princess Anne	1.171	Spec. "B" Resurfacing	Mar. 1,'50	52,506	May 4,'50	Eastern Highways Corp.
	2			Total Projects Completed	1.940			56,376		
	19			GRAND TOTAL	78.957			2,414,574		

RECAPITULATION OF PROJECTS COMPLETED BY CLASSIFICATIONS

	1947		1948		1949		1950		TOTAL	
	Miles	Amount	Miles	Amount	Miles	Amount	Miles	Amount	Miles	Amount
Primary	6.009	850,665	......	......	......	......	......		6.009	850,665
Widening and Resurfacing	17.370	233,539	23.250	351,600	26.120	605,856	1.940	52,506	68.680	1,216,501
Secondary	2.375	112,477	......	......	1.893	138,580	......	......	4.268	251,057
Miscellaneous	......	27,287	......	9,456	......	25,738	......	3,870		66,351
Total Completed-49	25.754	1,223,968	23.250	364,056	28.013	770,174	1.940	56,376	78.957	2,414,574

MAINTENANCE REPORT

July 1, 1948—June 30, 1949

Roadway Surfacing

Type of Work	Unit of Charge	Rigid J–K	Semi-Rigid I	Non-Rigid F,G,H,I	Untreated D–E
Patching	Sq. Yds.	81,295	2,637	25,450	—
Blading—Dragging	Miles	—	—	—	—
Jacking—Asphalt	Sq. Yds.	—	—	—	—
Jacking—Cement Slurry	Sq. Yds.	—	—	—	—
Resurfacing—Non Bituminous	Sq. Yds.	—	—	—	—
Joint and Crack Filling	Gals.	12,359	1,020	5,649	—
Oiling—Bituminous	Sq. Yds.	—	29,064	181,169	50,587

Shoulder Maintenance

Type of Work	Unit of Charge	Bitum.	Stabilized	Grass	Earth
Patching	Sq. Yds.	63,943	172,160	—	—
Blading—Dragging	Miles	302	8,586	—	342
Sodding	Sq. Yds.	—	—	—	200
Mowing and Hand Cutting	Miles	279	950	2,241	20
Oiling—Bituminous	Sq. Yds.	1,307	111,914	35,800	25,133
Removal—Excess Material	Cu. Yds.	40	236	8,900	21,022

Maintenance—Bridges and Structures

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
Bridge Repairs	Number	159	—	7
Pipe and Box Culverts	Number	—	16	227
Curb and Gutter	Lin. Ft.	—	—	1
Catch Basins	Number	13	—	3
Spillways, Etc.	Number	3	—	—
Bituminous Rebutt	Lin. Ft.	—	—	—
Underdrain	Lin. Ft.	—	—	—

Guard Fence

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
New Fence	Lin. Ft.	2,842	700	—
Posts	Number	79	365	—
Cable	Lin. Ft.	300	2,810	—
Fittings	Number	26	316	—
Paint	Gals.	—	—	—

RIGHT-OF-WAY

Type of Work	Unit of Charge	Maintenance	
		Roadside	Park Area
Mowing, Clearing and Grubbing	Miles	1,730.5	—
Beautification	Sq. Yds.	—	—
Resetting Fence	Lin. Ft.	30	—
Removal of Debris	Truck Loads	740	2
Top-Soil	Cu. Yds.	—	—
Cutting Grass	Acres	6	143
Trimming Trees	Number	82	—
Moving Equipment	Units	208	—
	Miles	4,151	—

TRAFFIC SERVICE

Type of Work	Unit of Charge	Maintenance
Highway Markers	Number	1,945
Surface Guide Lines	Miles	14.5
Surface Marking, Schools R.R., Etc.	Number	104
Snow Removal	Inches Miles	—
Ice Treatment	Cu. Yds.	—
Traffic Lights	Number	24
Snow Fence Erected and Dismantled	Lin. Ft.	134,300
Manual Traffic Count	Hours	888

DRAINAGE (CLEANING)

Type of Work	Unit of Charge	Maintenance
Ditching (New)	Lin. Ft.	34,554
Cleaning—Ditches	Lin. Ft.	270,582
Cleaning—Pipe Culverts	Number	3,111
Cleaning—Box Culverts	Number	75
Cleaning—Bridges	Number	37
Cleaning—Catch Basins	Number	270
Cleaning—Misc. Structures	Number	36
Riprapping	Sq. Yds.	1,340

MAINTENANCE REPORT

July 1, 1949—June 30, 1950

ROADWAY SURFACING

Type of Work	Unit of Charge	Rigid J-K	Semi-Rigid I	Non-Rigid F,G,H,I	Untreated D-E
Patching	Sq. Yds.	25,301	8,496	17,308	28,101
Blading—Dragging	Miles	—	—	—	—
Jacking—Asphalt	Sq. Yds.	—	—	—	—
Jacking—Cement Slurry	Sq. Yds.	—	—	—	—
Resurfacing—Non Bituminous	Sq. Yds.	—	—	—	—
Joint and Crack Filling	Gals.	14,385	—	—	—
Oiling—Bituminous	Sq. Yds.	—	247,118	579,651	20,651

SHOULDER MAINTENANCE

Type of Work	Unit of Charge	Bitum.	Stabilized	Grass	Earth
Patching	Sq. Yds.	33,755	75,064	—	11,085
Blading—Dragging	Miles	—	7,720	—	—
Sodding	Sq. Yds.	—	80	16,720	40
Mowing and Hand Cutting	Miles	—	1,333	1,271	—
Oiling—Bituminous	Sq. Yds.	18,428	163,978	—	—
Removal—Excess Material	Cu. Yds.	—	—	5,100	6,603

MAINTENANCE—BRIDGES AND STRUCTURES

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
Bridge Repairs	Number	182	—	1
Pipe and Box Culverts	Number	4	6	—
Curb and Gutter	Lin. Ft.	—	—	247
Catch Basins	Number	7	1	12
Spillways, Etc.	Number	2	—	—
Bituminous Rebutt	Lin. Ft.	—	—	—
Underdrain	Lin. Ft.	—	—	—

GUARD FENCE

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
New Fence	Lin. Ft.	2,855	—	—
Posts	Number	159	4	—
Cable	Lin. Ft.	1,150	—	—
Fittings	Number	42	7	—
Paint	Gals.	178½	1	—

RIGHT-OF-WAY

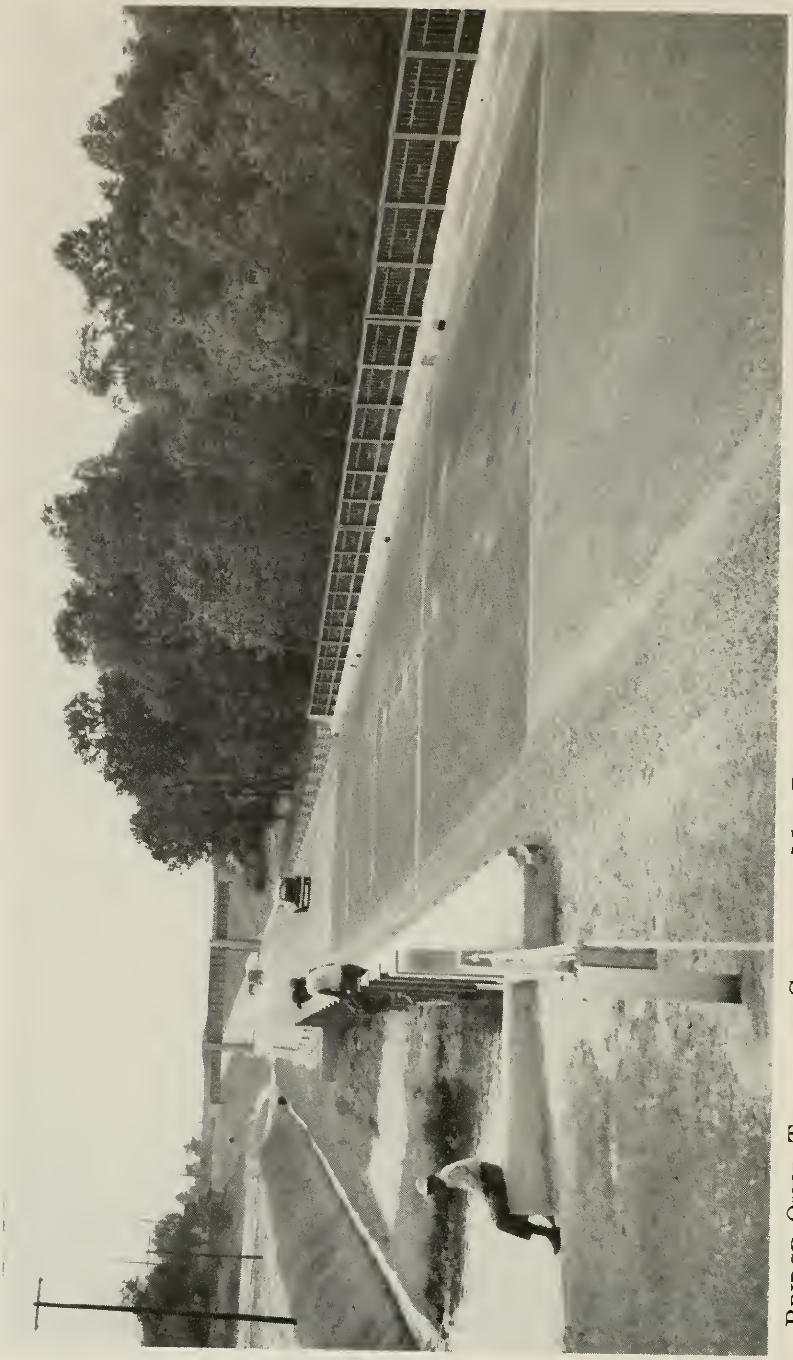
Type of Work	Unit of Charge	MAINTENANCE	
		Roadside	Park Area
Mowing, Clearing and Grubbing	Miles	4,021	—
Beautification	Sq. Yds.	—	—
Resetting Fence	Lin. Ft.	—	—
Removal of Debris	Truck Loads	231	3
Top-Soil	Cu. Yds.	—	—
Cutting Grass	Acres	12½	117
Trimming Trees	Number	169	—
Moving Equipment	Units	154	—
	Miles	3,613	3

Traffic Service

Type of Work	Unit of Charge	Maintenance
Highway Markers	Number	2,747
Surface Guide Lines	Miles	122
Surface Marking, Schools R.R., Etc.	Number	131
Snow Removal	Inches Miles	11½″—540 mi.
Ice Treatment	Cu. Yds.	444
Traffic Lights	Number	24
Snow Fence Erected and Dismantled	Lin. Ft.	129,500
Manual Traffic Count	Hours	504

Drainage (Cleaning)

Type of Work	Unit of Charge	Maintenance
Ditching (New)	Lin. Ft.	1,650
Cleaning—Ditches	Lin. Ft.	380,006
Cleaning—Pipe Culverts	Number	3,533
Cleaning—Box Culverts	Number	417
Cleaning—Bridges	Number	53
Cleaning—Catch Basins	Number	480
Cleaning—Misc. Structures	Number	—
Riprapping	Sq. Yds.	600



BRIDGE OVER TUCKAHOE CREEK ON MD. ROUTE 404—QUEEN ANNE'S-HILLSBORO BY-PASS, SHOWING PENNSYLVANIA RAILROAD GRADE SEPARATION IN DISTANCE

DISTRICT NO. 2

Headquarters—Chestertown, Maryland

ROLPH TOWNSHEND
District Engineer

C. R. SHARRETTS
Assistant District Engineer
Construction

L. B. DEPUTY
Assistant District Engineer
Maintenance

Caroline County
GEORGE H. FOOKS
Resident Maintenance Engineer

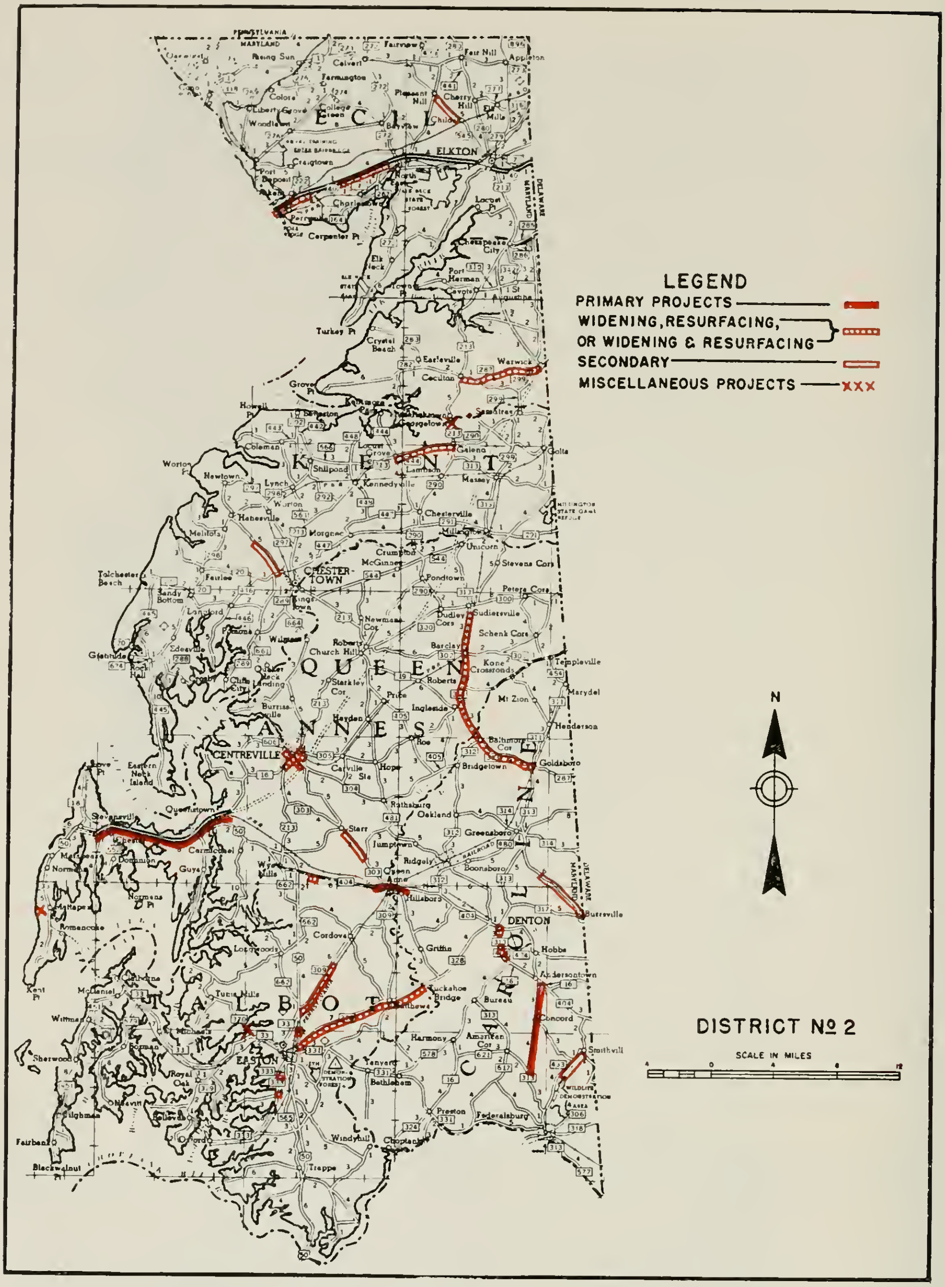
Cecil County
J. J. WARD, Jr.
Junior Assistant Highway Engineer

Kent County
OWEN S. SELBY
Resident Maintenance Engineer

Queen Anne's County
WM. F. LEAVERTON
Resident Maintenance Engineer

Talbot County
HARRY C. RASH
Resident Maintenance Engineer

CLYDE C. THRIFT
District Equipment Supervisor



Plat of District No. 2—Projects Awarded Fiscal Year 1949-1950 Superimposed

DISTRICT NO. 2

District No. 2 comprises Caroline, Cecil, Kent, Queen Anne's and Talbot Counties. The State and County mileages maintained in this district are as follows:

County	State Roads	County Roads
Caroline	150.79	460.38
Cecil	200.52	443.61
Kent	155.74	224.07
Queen Anne's	156.40	386.92
Talbot	124.53	269.04
	787.98	1784.02

In the maintenance of the State system the employment of forces has been kept to a minimum. The winter months were not severe and there was very little snow removal and ice treatment and as a result none of our hard surfaced roads were materially damaged.

On the County road system the demand continues for the hard surfaced road and a considerable amount of this work has been accomplished. Many of the small bridges have been replaced with pipe culverts where drainage areas would permit, and some of the bridges rebuilt with pressure treated material which will make them more permanent.

A storage and maintenance garage for Talbot County is being constructed at Easton. Yards have been purchased at Denton and Centreville. Fuel oil tanks and pumps have been installed at these two locations. Modern fences have been placed around the yards and it is planned to construct storage and maintenance garages at these locations. They are badly needed.

During this year construction has been handicapped because of the rainy weather. It is also becoming noticeable that deliveries on critical materials such as steel, pressure-treated material, metal pipe culverts, etc. are being delayed.

Tables showing data pertaining to road construction contracts awarded; projects completed; and maintenance reports for the period July 1, 1948 to June 30, 1950 follow:

ROAD CONSTRUCTION CONTRACTS—JULY 1, 1948

Project No.	Contract No.	LOCATION			Miles	Description of Project
		Route No.	From	To		
						PRIMARY PROJECTS JULY 1, 1948 TO JUNE 30, 1949
29-A	Co-173-2 Q-224-2	Md. 104	Brodges over Norwich Cr	eek and Tuckahoe Creek	Br.	Steel Beam and Concrete Bridges
29	Co-173-1 Q-224-1	Md. 404	Queen Anne	Hillsboro	3.859	Reinforced Concrete Surfacing
40-A	Co-195-2	Md. 313	Bridge Over Choptank Ri	ver	Br.	Steel Beam and Concrete Bridge
40	Co-195-1	Md. 313	1 mi. N. of Greensboro	Md. 314	1.068	One Lane Reinforced Concrete Surfacing
				Total—'48—'49	4.927	
						JULY 1, 1949 TO JUNE 30, 1950
55	Co-215-1	Md. 313	0.2 mi. S.E. Andersontown	Twd. Federalsburg	3.594	Gravel Surfacing
29-B	Q-224-4	Md. 404	Underpass Oxford Branch	P.R.R. (Hillsboro By-Pass)	Br.	Thru Steel Plate Girder Bridge
44-D	Q-168-4	U.S. 50	Bridge over Kent Narrows		Br.	Steel I-Beam Bridge
44-A	Q-168-1	U.S. 50	Near Cox Creek	Kent Narrows	2.473	Reinforced Concrete Dual Highway
44-B	Q-168-7	U.S. 50	Kent Narrows	Grasonville	2.706	Reinforced Concrete Dual Highway
44-C	Q-168-2	U.S. 50	Grasonville 1.25 mi. W. Queenstown	0.6 mi. E. Queenstown Twd. Wye Mills	3.649 2.080	Reinforced Concrete Dual Highway
44-E	Q-168-10	U.S. 50	W. Bd. La. U.S. 50 over	New Rd. nr. Queenstown	Br.	Steel Deck Girder Bridge
55-A	Co-215-3	Md. 313	End Constr. Co-215-1	Twd. Federalsburg	2.850	Gravel Surfacing
				Total—'49—'50	17.352	
	12			TOTAL PRIMARY	22.279	
						WIDENING AND RESURFACING JULY 1, 1948 TO JUNE 30, 1949
3-A	K-164-2	Md. 20	Culvert over Fannel Br.		Br.	Double Concrete Box Culvert
2-A	Q-218 Co-206	Md. 313	Ingleside	Goldsboro	7.300	Pen. Mac. Surfacing and Resurfacing
	T-86-5 Co-141-3	Md. 328	Easton—Matthews—Den	ton Road	4.969	Bit. Stab. Base Course
90-A	Co-210-2	Md313-404	Bridge over Watts Creek		Br.	Steel Beam and Concrete Bridge
97	T-125-1	Md. 404	Junct. U.S.-50 & Md. 404	East of Wye Mills	0.538	Reinforced Concrete Surfacing
90	Co-210-1	Md313-404	2 mi. S. Denton-Anderson	t'n-Sour Apple Tree Reloc.	1.083	Pen. Mac. Surfacing
48	Ce-290-2	Md. 282	Cecilton	Delaware State Line	5.730	Pen. Mac. Surfacing
				Total—'48—'49	19.620	
						JULY 1, 1949 TO JUNE 30, 1950
175 176 177 178 179	Q-232	Md. 305 Md. 18 Md. 606 Md. 304 U.S. 213	E. Town Limit Centerville S.W. Town Limit Centerv W. Town Limit Centervill E. Town Limit Centervill S. Town Limit Centerville	—U.S. 213 ille—U.S. 213 e—Md. 304 e—Corsica River —N. Town Limit	0.410 0.390 0.200 1.600 2.090	Spec. "B" Resurfacing
174	T-118-2	Md. 33	1.25 mi. N. Easton	U.S. 50	0.600	Pen. Mac. and Spec. "B" Surfacing
145	Q-228-1	Md. 313	Ingleside	Barclay	4.020	Pen. Mac. Base, Spec. "B" Surfacing
161	K-173-1	U.S. 213	Locust Grove	Galena	4.036	Pen. Mac. Widening and Resurfacing
145-A	Q-228-2	Md. 313	Barclay	Sudlersville	3.155	Pen. Mac. Widening, Spec. "B" Surfacing
188	Ce-328	U.S. 40	Toll Booth East	Twd. N.E. Road	5.095	Spec. "B" Resurfacing
187	Co-222	Market St. 6th St. 5th Ave.	Denton Corp. Limits Denton Corp. Limits Denton Corp. Limits	Choptank River Bridge 5th Avenue Market Street	1.088 0.536 0.417	Spec. "B" Resurfacing
206	T-138	Md. 328	Easton	Twd. Matthews	1.366	Spec. "B" Widen and Resurface
184-A	T-127-2	Md. 333	Peach Blossom Ck. Bridge		Br.	Repair and Widen
184-B	T-127-3	Md. 333	Trippe Creek Bridge		Br.	Repair and Widen
141	T-130-1	Md. 309	U.S.-50, near Easton	Twd. Cordova	3.800	Mac. Widen, Spec. "B Resurface
				Total— 49— 50	31.803	
	18		TOTAL WIDENING A	ND RESURFACING	51.423	
						SECONDARY JULY 1, 1948 TO JUNE 30, 1949
	Q-108-1	Md. 303	Queen Anne—Starr—Cen	terville	2.324	Gravel Surfacing
	Ce-305-1		Bridge over Little Elk Ck		0.050	Treated Tumber Bridge
	Co-190-1 D-198-1		Bridge over Hunting Ck.		Br.	Treated Tumber Bridge
	Co-180-3		N.E. of Federalsburg	Smithville	2.723	Bit. Stab. Base Course
	Co-190-2		Caroline County Appro.	Hunting Creek Bridge	0.040	Fill Acceleration Gravel Surfacing
	Q-108-3	Md. 303	Queen Anne — Starr — C	enterville Road		Bit. Stab. Base Course
				Total— 48— 49	5.137	

TO JUNE 30, 1950 DISTRICT No. 2

Engineer's Estimate	Contract Cost	Date Advertised	ids Opened	Date of Award	Amount Authorized Incl. R/W and Contract	Date of Notice To Proceed	Date Started	Contractor	Date Completed or Percent Completed as of June 30, 1950
184,228	154,097	Dec. 14,'48	Jan. 4,'49	Feb. 10,'49	177,211	July 21,'49	Aug. 1,'49	Empire Construction Co.	6- 9-50
608,814	535,431	Dec. 28,'48	Jan. 18,'49	Feb. 10,'49	635,715	Feb. 24,'49	Apr. 4,'49	George & Lynch, Inc.	91.0
138,383	121,035	Apr. 5,'49	Apr. 26,'49	Apr. 27,'49	139,190	May 27,'49	June 21,'49	George & Lynch, Inc.	2-10-50
177,501	177,702	Apr. 12,'49	Apr. 26,'49	Apr. 27,'49	213,857	May 23,'49	June 15,'49	George & Lynch, Inc.	5-25-50
1,108,926	988,265				1,166,002				
182,601	145,755	Aug. 2,'49	Aug. 16,'49	Sept. 8,'49	175,118	Sept. 19,'49	Oct. 10,'49	George & Lynch, Inc.	83.9
133,656	111,431	Aug. 9,'49	Aug. 30,'19	Sept. 8,'49	128,146	Sept. 26,'49	Nov. 17,'49	George & Lynch ,Inc.	74.0
756,780	760,212	Nov. 10,'49	Dec. 6,'19	Dec. 28,'49	871,243	Jan. 16,'50	Feb. 2,'50	McLean Construction Co.	38.7
1,063,967	902,159	Nov. 15,'49	Dec. 6,'49	Dec. 28,'49	1,187,483	Apr. 12,'50	Apr. 12,'50	C. J. Langenfelder & Son	11.5
1,343,420	1,261,841	Dec. 6,'49	Dec. 22,'49	Dec. 28,'49	1,651,117	Apr. 12,'50	Apr. 24,'50	C. J Langenfelder & Son	0.06
1,612,185	1,442,507	Dec. 6,'49	Dec. 27,'49	Dec. 28,'19	1,858,883	Apr. 27,'50	May 25,'50	C. J. Langenfelder & Son	0.3
257,468	263,672	Mar. 7,'50	Mar. 28,'50	Apr. 26,'50	303,223	May 11,'50	May 11,'50	John D. Sheetz Constr. Co.	6.4
160,632	147,878	Apr. 18,'50	May 9,'50	May 18,'50	185,060	June 5,'50	June 15,'50	George & Lynch, Inc.	5.0
5,510,709	5,035,455				6,363,273				
6,619,635	6,023,720				7,529,276				
31,000	29,312	June 8,'48	June 22,'48	Sept. 8,'48	33,708	Mar. 24,'49	Apr. 15,'49	J. Melvin Roberts	7- 6-49
393,818	396,884	June 15,'48	June 29,'48	July 14,'48	463,417	Aug. 11,'48	Aug. 21,'48	Eastern Highways Corp.	6-30-49
72,397	60,775	July 27,'48	Aug. 10,'48	Aug. 25,'48	69,891	Sept. 3,'48	Sept. 7,'48	E. Stewart Mitchell, Inc.	10-27-48
104,000	102,140	Feb. 15,'49	Mar. 8,'49	Mar. 30,'49	117,460	June 27,'49	Aug. 25,'49	Baltimore Contractors	6- 9-50
95,047	104,326	Feb. 15,'49	Mar. 1,'49	Apr. 13,'49	123,475	Apr. 25,'49	May 5,'49	George & Lynch	9-28-49
179,723	168,293	Feb. 21,'49	Mar. 15,'49	Apr. 13,'49	211,037	May 2,'19	May 12,'49	Eastern Highways Corp.	10-28-49
400,480	324,740	May 10,'49	May 24,'49	June 22,'49	403,451	July 5,'49	July 11,'49	United Paving Company	82.0
1,276,465	1,186,470				1,422,439				
62,676	59,496	Aug. 9,'19	Aug. 23,'49	Aug. 24,'19	68,421	Sept. 31,'49	Sept. 28,'49	Eastern Highways Corp.	11-25-49
82,928	80,623	Oct. 4,'49	Oct. 18,'49	Oct. 26,'49	96,466	Nov. 16,'49	Apr. 10,'50	Hannaman-Burroughs	19.0
284,182	246,255	Sept. 27,'49	Oct. 11,'49	Oct. 26,'19	308,193	Nov. 16,'19	Nov. 30,'49	Eastern Highways Corp.	21.0
461,854	436,192	Nov. 1,'49	Nov. 22,'49	Dec. 14,'49	517,621	Jan. 4,'50	Mar. 17,'50	Bero Eng. & Constr. Co.	13.0
158,587	139,939	Nov. 22,'49	Dec. 13,'49	Dec. 28,'49	175,929	Apr. 4,'50	...	Eastern Highways Corp.	0
253,605	214,340	Jan. 31,'50	Feb. 21,'50	Mar. 1,'50	246,491	Mar. 30,'50	...	Bitumioous Constr. Co.	0
33,862	37,439	Feb. 14,'50	Mar. 7,'50	Mar. 16,'50	43,055	Apr. 11,'50	May 15,'50	Eastern Highways Corp.	6-22-50
143,800	128,728	Apr. 11,'50	May 2,'50	May 3,'50	118,037	May 24,'50	...	Eastern Highways Corp.	0
150,565	143,629	Apr. 18,'50	May 9,'50	May 18,'50	165,173	June 7,'50	June 23,'50	Masonry Resurf. Cons. Co.	0.001
108,615	120,270	May 9,'50	June 6,'50	June 8,'50	138,311	June 26,'50	...	Camden Construction Co.	0
158,512	171,288	May 16,'50	June 6,'50	June 14,'50	200,431	June 26,'50	...	Bituminous Construct. Co.	0
1,899,186	1,781,199				2,108,128				
3,175,651	2,967,669				3,530,567				
62,625	49,372	July 6,'48	July 30,'48	Aug. 4,'48	58,878	Aug. 16,'48	Aug. 26,'48	James Julian	4-15-49
65,835	47,095	Aug. 24,'48	Sept. 7,'48	Sept. 10,'48	54,159	Sept. 29,'48	Dec. 17,'48	George & Lynch, Inc.	5-11-49
44,000	37,595	Oct. 5,'48	Oct. 19,'48	Nov. 17,'48	43,484	Dec. 8,'48	Jan. 3,'49	Hannaman-Burroughs	8- 4-49
31,274	24,187	Oct. 5,'48	Oct. 19,'48	Nov. 17,'48	27,814	May 16,'49	May 19,'49	Mueller Construction Co.	11- 7-49
24,000	19,284	Dec. 7,'48	Dec. 21,'48	Jan. 5,'49	22,177	Jan. 18,'49	Jan. 20,'49	George & Lynch, Inc.	5-12-49
28,639	24,330	May 3,'49	May 17,'49	June 1,'49	27,979	June 6,'49	June 7,'49	E. Stewart Mitchell, Inc.	6-30-49
256,373	201,863				234,491				

ROAD CONSTRUCTION CONTRACTS

Project No.	Contract No.	LOCATION			Miles	Description of Project
		Route No	From	To		
						SECONDARY July 1, 1949 to June 30, 1950
	K-168-1	Flatl'd Rd.	Md. 20	Twd. Hanesville	2.254	Gravel Surfacing
	Co-229-2	Md. 545	Little Elk Creek nr Childs	—Pleasant Hill	2.956	Bit. Stab Base Course
	K-168-2	Flatl'd Rd.	Chestertown (Md. 20)	Twd. Hanesville		Bit. Stab. Base Course
	Co-140-6	Greensboro Burrsville.	0.265 mi. S.E. Chapel Br.	Burrsville	2.219	Bit. Stab. Base Course
	Co-140-7	Greensboro Burrsville	Russell s Cross Roads	Beg. Contr. Co-140-6	1.667	Bit. Stab. Base Course
				Total—49—50	9.096	
	11			TOTAL SECONDARY	14.233	
						MISCELLANEOUS July 1, 1948 to June 30, 1949
	Q-170-8	Md. 404	Matapeake Ferry Term l			Waiting Room
	K-151-1	Md. 289	Bridge over Radcliffe Cr.	Chestertown	0.150	Steel I-Beam Bridge
	T-126-1	Md. 370	Miles River Bridge		Br.	Repairs to Bridge
	Ed-27-214		Bridges—District No. 2		Br.	Cleaning and Painting Bridges
				Total—48—49	0.150	
	Ce-322-2	U.S. 213				July 1, 1949 to June 30, 1950
	K-174-2		At Georgetown		Br.	Repairs to Sassafras River Bridge
	T-131-1		SRC Property on U.S. 50	at Easton		Office and Garage Building
	Ed-31-214		Metal Structures Distr	ict No. 2		Cleaning and Painting
	T-131-2		SRC Property on U.S. 50	Easton		Grade Drive and Pave Garage Lot—Gravel
				Total—49—50		
	8			TOTAL MISCELLANEOUS	0.150	
			12—Primary 18—Widening and Resurf 11—Secondary 8—Miscellaneous	 acing 	22.279 51.423 14.233 0.150	
			49—GRAND TOTAL		88.085	

JULY 1st, 1948 TO JUNE 30th, 1950—DISTRICT No. 2—*Continued*

Engineer's Estimate	Contract Cost	Date Advertised	Bids Opened	Date of Award	Amount Authorized Incl. R/W and Contract	Date of Notice To Proceed	Date Started	Contractor	Date Completed or Percent Completed as of June 30, 1950
66,024	43,315	July 12,'49	Aug. 2,'49	Aug. 3,'49	52,313	Aug. 15,'49	Aug. 19,'49	Pleasanton & Edgell	11-26-49
26,583	23,999	Aug. 2,'49	Aug. 16,'49	Sept. 8,'49	27,599	Sept. 14,'49	Sept. 19,'49	Charles E. Kern, Inc.	10-10-49
30,600	20,654	Feb. 21,'50	Mar. 14,'50	Mar. 29,'50	22,719	Apr. 19,'50	...	E. Stewart Mitchell, Inc.	0
39,592	27,033	Feb. 21,'50	Mar. 14,'50	May 11,'50	29,736	May 22,'50	...	E. Stewart Mitchell, Inc.	0
21,750	19,073	Apr. 11,'50	May 2,'50	May 18,'50	20,979	June 5,'50	June 16,'50	Richard B. Groves	50.0
181,549	134,074				153,316				
440,922	335,937				387,837				
12,000	17,138	May 18,'48	June 1,'48	Sept. 1,'48	19,708	Sept. 21,'48	Sept. 13,'48	Henry A. Knott, Inc.	12- 3-48
99,923	114,475	June 30,'48	July 20,'48	Sept. 1,'48	133,246	Sept. 14,'48	Sept. 20,'48	John D. Sheetz Constr. Co.	6-30-49
139,915	119,655	Dec. 28,'48	Jan. 25,'49	Jan. 28,'49	137,603	Apr. 19,'49	Apr. 19,'49	Empire Construction Co.	6-21-50
38,850	15,674	Feb. 15,'49	Mar. 1,'49	Mar. 30,'49	18,025	Apr. 22,'49	May 2,'49	Nick Kozagalis	8- 4-49
290,688	266,942				308,582				
74,625	88,500	Nov. 29,'49	Dec. 22,'49	Dec. 28,'49	101,775	Jan. 11,'50	Jan. 16,'50	John D. Sheetz Constr. Co.	39.0
100,000	99,982	Apr. 11,'50	May 2,'50	May 11,'50	114,979	May 24,'50	June 28,'50	Choptank Constr. Co., Inc.	0
16,905	10,620	Apr. 25,'50	May 9,'50	May 18,'50	11,682	June 7,'50	...	C. Carafas Contracting Co.	0
17,918	21,026	May 23,'50	June 13,'50	June 21,'50	27,629	...		George C. Barr, Inc.	0
209,448	223,128				256,065				
500,136	490,070				564,647				
6,619,635	6,023,720				7,529,276				
3,175,651	2,967,669				3,530,567				
440,922	335,937				387,837				
500,136	490,070				564,647				
10,736,344	9,817,396				12,012,327				

DOLLAR VALUE OF CONTRACTS COMPLETED JULY 1, 1948 TO JUNE 30, 1950
DISTRICT NO. 2

Project No.	Contract No.	LOCATION Route	LOCATION From	LOCATION To	Miles	Description of Project	Date Authorized	Amount Authorized	Date Completed	Contractor
					1947	PROGRAM				
	Ce-229-1	Md. 526	Childs	Pleasant Hill	2.956	Gravel Surfacing	June 6,'47	144,656	June 7,'49	Angelo Citro
	Q-170-4	Md. 404	Approach to Matapeake Fer	ry Terminal	0.233	Concrete Surfacing	Nov. 25,'47	80,487	Oct. 2,'48	Waller Paving Co.
	2			Total Projects Completed	3.189			225,143		
					1948	PROGRAM				
3	K-164	Md. 20	Chestertown	Rock Hall	13.250	Spec. "B" Resurfacing	Jan. 29,'48	176,945	Aug. 3,'48	Eastern Highways Corp.
2	T-67-3	U.S. 213	Skipton	Wye Mills						
	Q-208-1	Md. 404			7.180	Reinforced Concrete Surfacing	Mar. 16,'48	1,251,897	July 1,'49	George & Lynch
	Co-192-1	Md. 404	Bridge over Choptank River	at Denton		Repairs to Fender System	Mar. 17,'48	11,926	Aug. 11,'48	John D. Sheetz
2-A	T-67-4	U.S. 213	Two Bridges over Skipton	Creek		Steel Beam & Concrete Bridges	May 19,'48	128,013	June 20,'49	George & Lynch
	T-117-1	Co. Rd.	Bridge over King's Creek			Treated Timber Bridge	May 26,'48	25,455	Jan. 4,'49	George & Lynch
	Co-140-3		Greensboro	Burrsville	2.219	Gravel Surfacing	June 9,'48	54,704	Oct. 15,'48	Pleasanton & Edgell
	K-131-3		Galena	Toward Sassafras	4.394	Bituminous Stabilization	June 10,'48	41,324	Aug. 30,'48	E. Stewart Mitchell
24	Co-206				7.300	Penetration Macadam Surfacing				
	Q-218	Md. 313	Ingleside	Goldsboro		and Resurfacing	Aug. 14,'48	163,417	June 30,'49	Eastern Highways Corp.
	Q-108-1	Md. 303	QueenAnne—Starr — Center	ville	2.324	Gravel Surfacing	Aug. 4,'48	58,878	Apr. 15,'49	James Julian
	T-86-5									
	Co-141-3	Md. 328	Easton—Matthews—Dento	n Road	4.969	Bituminous Stabilized Base Course	Aug. 25,'48	69,891	Oct. 27,'48	E. Stewart Mitchell
	Q-170-8	Md. 404	Matapeake Ferry Terminal			Waiting Room	Sept. 1,'48	19,708	Dec. 3,'48	Henry A. Knott, Inc.
	K-151-1	Md. 289	Bridge over Radcliffe Creek	Chestertown	0.150	Steel I-Beam Bridge	Sept. 1,'48	133,246	June 30,'49	John D. Sheetz
3-A	K-164-2	Md. 20	Culvert over Fannel Branch			Double Box Culvert	Sept. 8,'48	33,708	July 6,'49	J. Melvin Roberts
	Ce-305-1		Bridge over Little Elk Creek		0.050	Treated Timber Bridge	Sept. 10,'48	54,159	May 11,'49	George & Lynch
	Co-190-1									
	D-198-1		Bridge over Hunting Creek			Treated Timber Bridge	Nov. 17,'48	43,484	Aug. 4,'49	Hannaman-Burroughs
	Co-180-3		N. E. of Federalsburg	Smithville	2.723	Bituminous Stabilized Base Course	Nov. 17,'48	27,814	June 7,'49	E. Stewart Mitchell
	Co-190-2		Caroline Co. Approach Hunt	ing Creek Bridge	0.040	Fill Acceleration—Gravel Surfacing	Jan. 5,'49	22,177	May 12,'49	George & Lynch
	T-126-1	Md. 370	Miles River Bridge			Repairs to Bridge	Jan. 28,'49	137,603	June 21,'50	Empire Construction Co.
29	Co-173-1									
	Q-224-1	Md. 404	Queen Anne	Hillsboro	3.859	Reinforced Concrete Surfacing	Feb. 10,'49	635,745	Aug. 1,'50	George & Lynch
29-A	Co-173-1									
	Q-224-1	Md. 404	Bridges over Norwich and	Tuckahoe Creek		Steel Beam & Concrete Bridges	Feb. 10,'49	177,211	June 9,'50	Empire Construction Co.
	20			Total Projects Completed	48.458			3,567,305		
					1949	PROGRAM				
	Ed-27-214		Bridges District No. 2			Cleaning and Painting Bridges	Mar. 30,'49	18,025	Aug. 4,'49	Nick Kozagalis
90-A	Co-210-2	Md. 313								
		Md. 404	Bridge over Watt's Creek			Steel Beam and Concrete Bridge	Mar. 30,'49	117,460	June 9,'50	Baltimore Contractors
97	T-125-1	Md. 404	Junction US-50 & Md. 404	East of Wye Mills	0.538	Reinforced Concrete Surfacing	Apr. 13,'49	123,475	Sept. 28,'49	George & Lynch
90	Co-210-1	Md. 313	Sour Apple Tree Relocation							
		Md. 404	2 mi. S. of Denton toward	Anderson	1.083	Penetration Macadam Surfacing	Apr. 13,'49	211,037	Oct. 28,'49	Eastern Highways Corp.
10-A	Co-195-2	Md. 313	Bridge over Choptank River			Steel Beam and Concrete Bridge	Apr. 27,'49	139,190	Feb. 10,'50	George & Lynch
40	Co-195-1	Md. 313	1 mi. N. of Greensboro	Md. 314	1.068	One Lane Reinforced Concrete Surf.	Apr. 29,'49	213,857	May 25,'50	George & Lynch
46	Q-108-3	Md. 303	Queen Anne—Starr Centerv	ille Road	2.324	Bituminous Stabilized Base Course	June 1,'49	27,979	June 30,'49	E. Stewart Mitchell
	K-168-1	Flatl'dRd.	Md. 20	Toward Hanesville	2.254	Gravel Surfacing	Aug. 3,'49	52,313	Nov. 26,'49	Pleasanton & Edgell

175		Md. 305	U. S. 213—Centerville	E. Town Limits	0.410	Spec. "B" Resurfacing	Aug. 24,'49	68,421	Nov. 25,'49	Eastern Highways Corp.
176		Md. 18	U. S. 213—Centerville	S. W. Town Limits	0.390					
177	Q-232	Md. 606	Md. 304—Centerville	W. Town Limits	0.200					
178		Md. 304	Corsica River Centerville	E. Town Limits	1.600					
179		U.S. 213	N. Town Limits Centerville	S. Town Limits	2.090					
	Ce-229-2	Md. 545	Little Elk Cr. near Childs	Pleasant Hill	2.956	Bituminous Base Stabilized Course	Sept. 8,'49	27,599	Oct. 10 '49	Chas. E. Kern, Inc
	10			Total Projects Completed	11.913			999,356		
					1950	PROGRAM				
187	Co-222	MarketSt.	Choptank River Bridge	Denton Corp. Limits	1.088	Spec. "B" Resurfacing	Mar. 16,'50	13,055	June 22,'50	Eastern Highways Corp.
		6th St.	5th Ave.	Denton Corp. Limits	0.536					
		5th Ave.	Market Street	Denton Corp. Limits	0.417					
	1			Total Projects Completed	2.041			13,055		
	33			GRAND TOTAL	68.601			1,834,859		

RECAPITULATION OF PROJECTS COMPLETED BY CLASSIFICATIONS

	1947		1948		1949		1950		TOTAL	
	Miles	Amount	Miles	Amount	Miles	Amount	Miles	Amount	Miles	Amount
Primary	0.233	80,487	11.039	2,192,866	1.068	353,047			12.340	2,626,400
Widening and Resurfacing	.....		20.550	674,070	6.311	520,393	2.041	13,055	28.902	1,237,518
Secondary	2.956	141,656	11.750	327,995	7.534	107,891	..	..	22.210	580,542
Miscellaneous	......		5.119	372,374	.....	18,025	...	...	5.119	390,399
Total Completed-33	3.189	225,143	48.458	3,567,305	14.913	999,356	2.041	13,055	68.601	4,834,859

MAINTENANCE REPORT

JULY 1, 1948 TO JUNE 30, 1949

ROADWAY SURFACING

Type of Work	Unit of Charge	Rigid J-K	Semi-Rigid I	Non-Rigid F,G,H,I	Untreated D-E
Patching	Sq. Yds.	316,024	24,441	147,483	—
Blading—Dragging	Miles	—	—	—	45
Jacking—Asphalt	Sq. Yds.	—	—	—	—
Jacking—Cement Slurry	Sq. Yds.	—	—	—	—
Resurfacing—Non Bituminous	Sq. Yds.	—	—	—	—
Joint and Crack Filling	Gals.	24,030	777	—	—
Oiling—Bituminous	Sq. Yds.	338,386	355,214	598,472	—

SHOULDER MAINTENANCE

Type of Work	Unit of Charge	Bitum.	Stabilized	Grass	Earth
Patching	Sq. Yds.	10,960	53,075	2,139	71,695
Blading—Dragging	Miles	44	4,439	351	915
Sodding	Sq. Yds.	—	—	—	400
Mowing and Hand Cutting	Miles	—	1,169	2,654	175
Oiling—Bituminous	Sq. Yds.	1,300	2,667	671	—
Removal—Excess Material	Cu. Yds.	—	2,726	6,610	21,401

MAINTENANCE—BRIDGES AND STRUCTURES

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
Bridge Repairs	Number	22	2	1
Pipe and Box Culverts	Number	4	42	24
Curb & Gutter	Lin. Ft.	—	—	31
Catch Basins	Number	5	—	3
Spillways, Etc.	Number	—	5	—
Bituminous Rebutt	Lin. Ft.	—	—	—
Underdrain	Lin. Ft.	—	76	1,543

GUARD FENCE

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
New Fence	Lin. Ft.	—	—	—
Posts	Number	276	199	62
Cable	Lin. Ft.	7,925	4,408	—
Fittings	Number	—	9	—
Paint	Gals.	92	35	—

RIGHT-OF-WAY

Type of Work	Unit of Charge	Maintenance	
		Roadside	Park Area
Mowing, Clearing and Grubbing	Miles	3,603.5	—
Beautification	Sq. Yds.	31,372	—
Resetting Fence	Lin. Ft.	900	—
Removal of Debris	Truck Loads	343	73
Top-Soil	Cu. Yds.	—	—
Cutting Grass	Acres	1/4	887
Trimming Trees	Number	15	—
Moving Equipment	Units	130	—
	Miles	2,975	5

TRAFFIC SERVICE

Type of Work	Unit of Charge	Maintenance
Highway Markers	Number	11,630
Surface Guide Lines	Miles	390 95
Surface Marking, Schools R.R., Etc.	Number	366
Snow Removal	Inches Miles	12 1/3—9,267 mi.
Ice Treatment	Cu. Yds.	1,322
Traffic Lights	Number	—
Snow Fence Erected and Dismantled	Lin. Ft.	252,038
Manual Traffic Count	Hours	576

DRAINAGE (CLEANING)

Type of Work	Unit of Charge	Maintenance
Ditching (New)	Lin. Ft.	38,322
Cleaning—Ditches	Lin. Ft.	510,938
Cleaning—Pipe Culverts	Number	1,229
Cleaning—Box Culverts	Number	59
Cleaning—Bridges	Number	8
Cleaning—Catch Basins	Number	298
Cleaning—Misc. Structures	Number	29
Riprapping	Sq. Yds.	404

MAINTENANCE REPORT

July 1, 1949 to June 30, 1950

ROADWAY SURFACING

Type of Work	Unit of Charge	Rigid J–K	Semi-Rigid I	Non-Rigid F,G,H,I	Untreated D–E
Patching	Sq. Yds.	117,166	414	63,975	1,500
Blading—Dragging	Miles	—	—	—	—
Jacking—Asphalt	Sq. Yds.	—	—	—	—
Jacking—Cement Slurry	Sq. Yds.	—	—	—	—
Resurfacing—Non Bituminous	Sq. Yds.	—	—	—	—
Joint and Crack Filling	Gals.	22,362	—	—	—
Oiling—Bituminous	Sq. Yds.	415,169	767	164,731	76,680

SHOULDER MAINTENANCE

Type of Work	Unit of Charge	Bitum.	Stabilized	Grass	Earth
Patching	Sq. Yds.	19,196	83,724	8,749	31,111
Blading—Dragging	Miles	—	6,793	14	983
Sodding	Sq. Yds.	—	1,173	—	12
Mowing and Hand Cutting	Miles	—	8	3,766.5	949
Oiling—Bituminous	Sq. Yds.	93,063	94,277	—	—
Removal—Excess Material	Cu. Yds.	3,645	164	6,195	45,205

MAINTENANCE—BRIDGES AND STRUCTURES

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
Bridge Repairs	Number	34	—	2
Pipe and Box Culverts	Number	32	26	27
Curb and Gutter	Lin. Ft.	—	—	36
Catch Basins	Number	2	—	12
Spillways, Etc.	Number	—	—	—
Bituminous Rebutt	Lin. Ft.	—	—	—
Underdrain	Lin. Ft.	—	124	561

GUARD FENCE

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
New Fence	Lin. Ft.	1,020	—	620
Posts	Number	33	494	32
Cable	Lin. Ft.	2,502	639	—
Fittings	Number	3	233	—
Paint	Gals.	114	36	—

RIGHT-OF-WAY

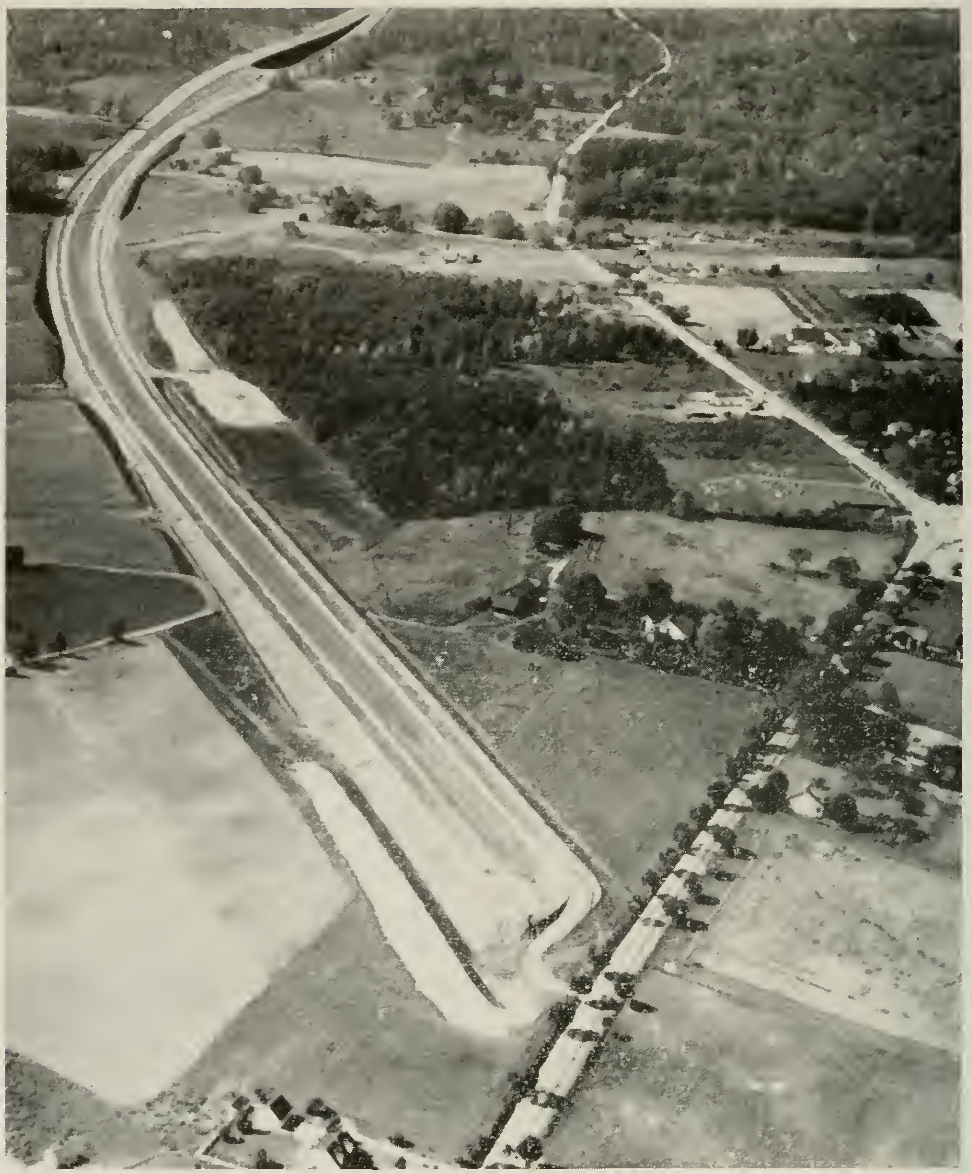
Type of Work	Unit of Charge	MAINTENANCE	
		Roadside	Park Area
Mowing, Clearing and Grubbing	Miles	2,826.75	—
Beautification	Sq. Yds.	38,294	—
Resetting Fence	Lin. Ft.	1,400	—
Removal of Debris	Truck Loads	477	80
Top-Soil	Cu. Yds.	413	—
Cutting Grass	Acres	45	408
Trimming Trees	Number	141	—
Moving Equipment	Units	81	—
	Miles	2,236	—

TRAFFIC SERVICE

Type of Work	Unit of Charge	Maintenance
Surface Lines Spotted	Miles	75
Highway Markers	Number	10,909
Surface Guide Lines	Miles	465
Surface Marking, Schools R.R., Etc.	Number	228
Snow Removal	Inches Miles	1½"—25 mi.
Ice Treatment	Cu. Yds.	1,176½
Traffic Lights	Number	——
Snow Fence Erected and Dismantled	Lin. Ft.	263,565
Manual Traffic Count	Hours	592

DRAINAGE (CLEANING)

Type of Work	Unit of Charge	Maintenance
Ditching (New)	Lin. Ft.	33,479
Cleaning—Ditches	Lin. Ft.	384,715
Cleaning—Pipe Culverts	Number	2,814
Cleaning—Box Culverts	Number	14
Cleaning—Bridges	Number	15
Cleaning—Catch Basins	Number	149
Cleaning—Misc. Structures	Number	107
Riprapping	Sq. Yds.	18



AERIAL VIEW OF COMPLETED SECTION OF ANNAPOLIS-WASHINGTON EXPRESSWAY

DISTRICT NO. 3

Headquarters—Laurel, Maryland

E. G. DUNCAN
District Engineer

ROLAND E. JONES
Assistant District Engineer
Construction

WALTER E. SAYERS
Assistant District Engineer
Maintenance

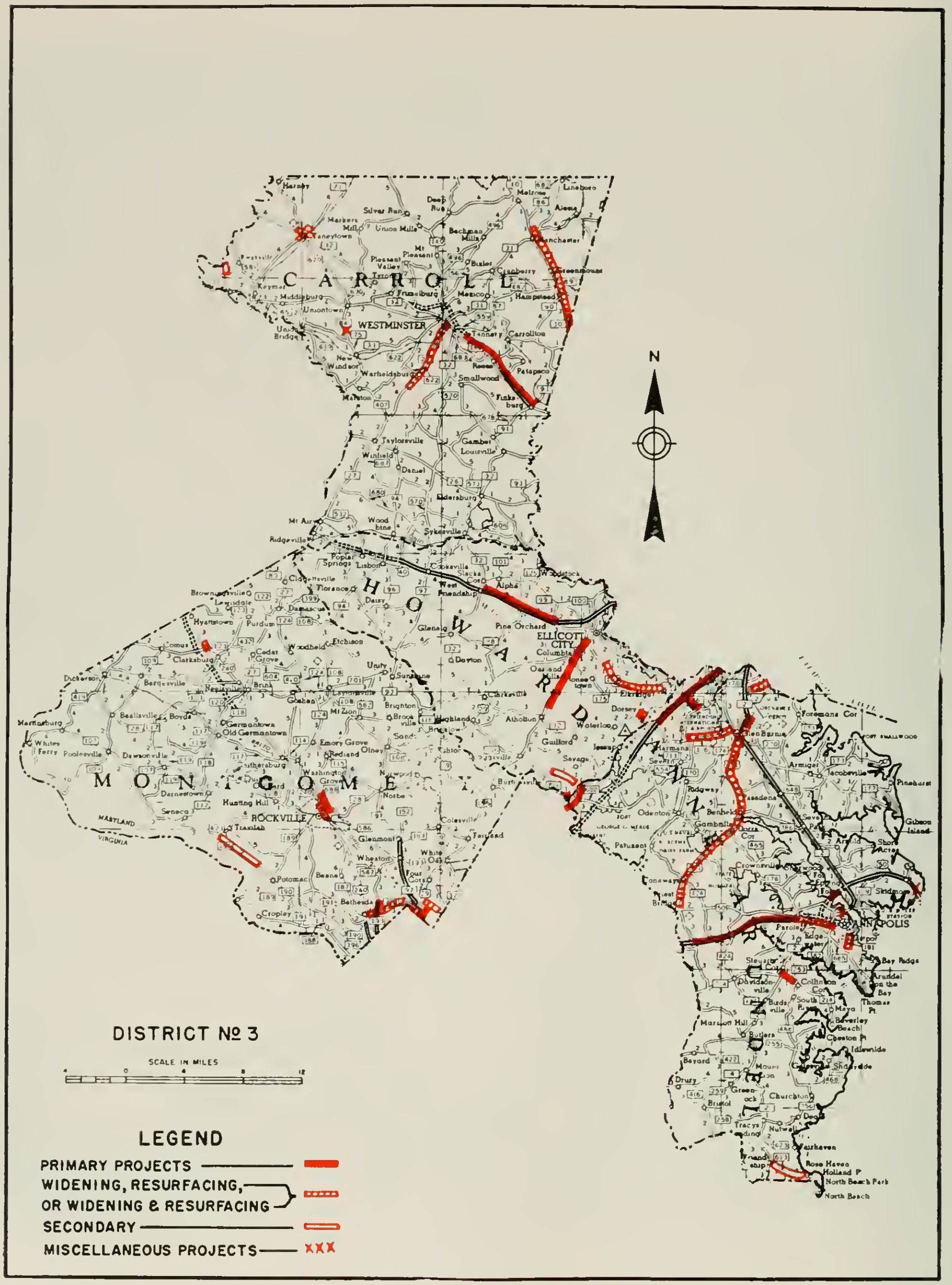
ANNE ARUNDEL COUNTY
F. S. REVELL, JR.
Resident Maintenance Engineer

CARROLL COUNTY
F. LAMOTTE SMITH
Resident Maintenance Engineer

HOWARD COUNTY
HOBART B. NOLL
Resident Maintenance Engineer

MONTGOMERY COUNTY
DEWARREN H. HEYLOLDS
Resident Maintenance Engineer

PERMITS
A. H. FRIESE
Road Inspector I



PLAT OF DISTRICT NO. 3—PROJECTS AWARDED FISCAL YEAR 1949-1950 SUPERIMPOSED

DISTRICT NO. 3

District No. 3 is geographically defined by the area included in Anne Arundel, Carroll, Howard and Montgomery Counties. The District is operative under the District Engineer and staff and is charged with the supervision of all maintenance and construction activities concerning State Highways within the confines of the District. The mileages of State highways, by Counties, maintained in this District are as follows:

County	Mileage of State Highways
Anne Arundel	270.55 miles
Carroll	210.46 miles
Howard	151.61 miles
Montgomery	330.18 miles
TOTAL	962.80 miles

The period for the fiscal years 1949 and 1950, which is the subject of this report, has made evident the magnitude of the Maryland Highway Program of rehabilitation of the old highway system and the construction of the new primary system. Also, development of single and multi-unit residential areas within the Baltimore-Annapolis-Washington triangle area has been unprecedented. These programs and the road activities incident to residential building activities have been supervised by an understaffed organization at the district level.

The procurement of suitable personnel to staff the construction projects, particularly the major projects, has been difficult. At this point in the program engineers competent to supervise major construction projects are difficult to obtain.

The transformation of large land areas into urban development along the State highways has created a tremendous work load in controlling roadside development and preventing encroachments along the State rights of way.

A total of 3,273 permits issued to individuals and organizations for work within the State right of way have been processed during this biennium.

These activities, as briefly outlined and presented statistically hereafter, have contributed to the most active period ever witnessed in the history of this district. However, the results of the highway program are becoming increasingly evident every day. Many miles of rehabilitated highways now being used by the public are affording safer and more comfortable travel. Also, sections of new regional and primary highways are completed or nearing completion. These highways, such as the Baltimore-Washington Expressway, the Annapolis-Washington Expressway, the Baltimore-Frederick Highway, and the relocation of U. S. Route 140 between Finksburg and Westminster, reveal a picture of the highway of the future, and indicate the far-sighted planning and execution of a program to provide the State of Maryland with a highway system adequate for its requirements and second to none.

The establishment of such a comprehensive highway system also requires that a high order of maintenance must be provided, and, to that end, planning and reorganization of maintenance activities, methods, and procedures must be initiated to gain the results required.

Tables showing data pertaining to road construction contracts awarded; projects completed; and maintenance reports for the period July 1, 1948 to June 30, 1950 follow:

ROAD CONSTRUCTION CONTRACTS

Project No.	Contract No.	LOCATION			Miles	Description of Project
		Route No	From	To		
						PRIMARY PROJECTS JULY 1, 1948 TO JUNE 30, 1949
45-B	AA-368-1 B-577-2	B/W Expy.	Bridge over Patapsco R.		0.110	Dual Steel I-Beam and Concrete Bridge
45-C	AA-368-2	B/W Expy.	Patapsco River	Hammond Ferry Road	1.153	Dual Reinforced Concrete Surfacing
16	AA-341-2	Md-214Ext	Steuart s Corner	Mayo Road	1.721	Gravel Surfacing
45-D	AA-368-3	B/W Expy.	Hammond Ferry Road	Winterson Road	1.535	Dual Reinforced Concrete Surfacing
19-A	Ho-202-3 P-461-3	U.S. 1	Bridges over Patuxent Ri	ver and Race Track Road	Br.	Steel Beam Bridge; Reinforced Concrete Br.
45-F	AA-392-1	Airport Rd.	Interchange Area	Airport	0.582	Dual Reinforced Concrete Surfacing
45-E	AA-368-4	B/W Expy.	Winterson Road	P.R.R. Interchange Area	2.122	Reinforced Concrete Surfacing
41-A	AA-368-6	B/W Expy.	Bridge over Stoney Run	Hanover Road	1.241	Dual Highway Reinforced Concrete Surfacing
21	Ho-234-1	U.S. 40	Pine Orchard	West Friendship	5.490	Dual Highway Reinforced Concrete Surfacing
41-B	AA-368-5	B/W Expy.	Bridges over P.R.R. and	Stoney Run	Br.	Dual 6-Span Steel I-Beam Bridge
				Total 48—49	13.962	
						JULY 1, 1949 TO JUNE 30, 1950
27	AA-389-2	U.S. 50	Parole	South River	3.466	Dual Highway Reinforced Concrete Surfacing
27-B	AA-389-4	U.S. 50	Bridge over South River		Br.	3-Span Concrete Bridge
19	Ho-202-2 P-461-2	U.S. 1	Laurel By-pass		1.555	One Lane Reinforced Concrete Surfacing
54	M-350-3	U.S. 240	East-West Highway	Glenbrook	0.650	Divided Highway-Reinforced Con. Surfacing
27-A	AA-389-3 P-631-2	U.S. 50	South River	U.S. 301	6.296	Dual Highway—Reinforced Concrete Surfacing
32-A	AA-263-5	U.S. 50	Severn River Bridge		Br.	Sub-Structure
23	Cl-303-1	U.S. 140	W. of Finksburg Road	Twd. Westminster	3.500	Reinf. Conc. Dual Highway
32-B	AA-263-7	U.S. 50	Severn River Bridge		Br.	Steel Plate Deck Girder Super-Structure
59	Ho-218-1	Colum. Pk. U.S. 29	South of Columbia Pike	Twd. Atholton	4.905	Reinforced Concrete Surfacing—One Lane
27-C	AA-389-6 P-631-5	U.S. 50	Bridge over Patuxent R.		Br.	Steel I-Beam Bridge
66	AA-392-3	Airport Rd.	Airport Boundary	Administration Building	1.015	Dual Concrete Surfacing
33-E	AA-368-14	B/W Expy.	Interchange Structures S.	of Nursery Road	Br.	Dual Steel Beam Bridges
61	M-455-1	U.S. 240	Rockville By-pass		1.387	Dual Reinforced Concrete Flush Median
33-A	AA-368-7	B/W Expy.	Hanover Road	Dorsey Road	1.375	Dual Reinforced Concrete Surfacing
64	Cl-303-4	U.S. 140	End Contr. Cl-303-1	Twd. Westminster	3.380	Dual Reinforced Concrete Surfacing
				Total—'49—'50	27.529	
	25			TOTAL PRIMARY	41.491	
						WIDENING AND RESURFACING JULY 1, 1948 TO JUNE 30, 1949
38	AA-388-1	Md. 176	Harmans	U.S. 301—Glen Burnie	4.230	Spec. "B" Resurfacing
74	Cl-306	Md.22-71	Thru Taneytown		1.575	Pen. Mac. Widening & Spec. "B" Resurfacing
166	AA-409	U.S. 50	Parole	Annapolis	1.550	Spec. "B" Resurfacing
98	M-453	Md. 410	Georgia Avenue	Chestnut Ave., Etc.	0.850	Spec. "B" Resurfacing
100		Md. 384	Georgia Avenue	S.W. to D.C. Line	0.500	Spec. "B" Widening and Resurfacing
101		Md. 653	East-West Highway	D. C. Line	0.170	Spec. "B" Widening and Resurfacing
104	AA-410	Md. 171	Baltimore City Line	Md. 2	0.940	Spec. "B" Resurfacing
105		Md. 169	3/4 mi. S. of Pumphrey	Hammond Ferry Road	0.910	Spec. "B" Resurfacing
106		Md. 648	Md. 2	U.S. 301 in Glen Burnie	1.750	Spec. "B" Widening and Resurfacing
107		U.S. 301	Dorsey Road (Md. 176)	5th Ave., South	1.170	Spec. "B" Resurfacing
124	AA-411	U.S. 301	Severn Run	Pigeon House Inn	8.044	Spec. "B" Resurfacing
129	M-457	U.S. 240	Thru Rockville		0.694	Spec. "B" Resurfacing and Drainage
				Total—'48—'49	22.383	
						JULY 1, 1949 TO JUNE 30, 1950
99	M-458	Md. 184	Georgia Avenue	D. C. Line	0.380	Spec. "B" Resurfacing
102		Md. 515	Silver Spring	North Woodside	1.100	Spec. "B" Resurfacing
103		Md. 516	Colesville Road	Old Bladensburg Road	0.890	Spec. "B" Resurfacing
121	M-460	Md. 191	Wisconsin Avenue	Leland Street	0.369	Spec. "B" Resurfacing
122		Md. 82	Bradley Lane	East-West Highway	1.102	Spec. "B" Widening and Resurfacing
127	AA-414	Md. 181	S. Limits of Eastport	Twd. Bay Ridge	1.005	Spec. "B" Resurfacing
146	M-459	Md. 410	Wisconsin Avenue	Georgia Avenue	4.048	Spec."B" Resurfacing
39	Ho-235-2	Md. 176	Dorsey	U.S. 1	0.369	Mac. Base Pen. Mac. Surfacing
149	Cl-314	Md. 27	Westminster	Twd. Taylorsville	5.001	Reinforced Concrete Widen and Relocation
37-B	AA-384-2	Md. 176	Harmans	Dorsey Relocation	0.910	Spec. "B" and Sand Asphalt
37-C	AA-384-6	Md. 176	At Dorsey and 1.5 mi. E.	of Dorsey	Br.	Altering and Widening Two Bridges
189	AA-416	U.S. 301	Severn Run Hill	5th Ave., Glen Burnie	5.476	Spec. "B" Resurfacing
199-A	Cl-317	Md. 30	Baltimore County Line	1 mi. N. of Hampstead	3.490	Spec. "B" Widening and Resurfacing
138	Ho-246	Md. 103	Waterloo Road (Md. 175)	U.S. 1	4.958	Spec. "B" Widening and Resurfacing
199-B	Cl-317-1	Md. 30	1 mi. N. of Hampstead	Thru Manchester	3.707	Spec. "B" Widening and Resurfacing
167	M-461-1	U.S. 240	At Comus Road Intersec.		0.358	Pen. Mac. Surface—Curve Modify
				Total—'49—'50	33.263	
	20		TOTAL WIDENING A	ND RESURFACING	55.646	

ULY 1, 1948 TO JUNE 30, 1950 DISTRICT No. 3

Engineer's Estimate	Contract Cost	Date Advertised	Bids Opened	Date of Award	Amount Authorized Incl. R W and Contract	Date of Notice To Proceed	Date Started	Contractor	Date Completed or Percent Completed as of June 30, 1950
614,000	587,719	June 8,'48	June 22,'48	Aug. 26,'48	675,912	Dec. 1,'49	Dec. 20,'49	McLean Contracting Co.	92.5
1,366,268	1,220,879	June 15,'48	June 29,'48	Sept. 8,'48	1,579,011	Jan. 28,'49	Feb. 14,'49	Wilmoth Paving Company	93.0
181,683	141,389	Aug. 24,'48	Sept. 7,'48	Sept. 10,'48	165,098	Sept. 29,'49	Oct. 4,'49	F. P. Asher Jr. & Son	8- 4-49
1,071,989	870,487	Sept. 28,'48	Oct. 19,'48	Dec. 22,'48	1,076,061	Jan. 12,'49	Jan 20,'49	Rea Construction Company	4 26-50
	303,750	June 1,'48	June 22,'48	Jan. 5,'49	319,313	Mar. 15,'49	Mar. 25,'49	Contee Sand & Gravel Co.	4-29-50
194,009	199,471	Nov. 9,'48	Nov. 28,'48	Jan. 18,'49	274,392	Feb. 14,'49	Feb. 21,'49	Wilmoth Paving Company	10-17-49
1,476,113	1,330,696	Dec. 28,'48	Jan. 25,'49	Feb. 2,'49	1,600,300	Feb. 14,'49	Feb. 23,'49	C. J. Langenfelder & Son	61.3
921,589	851,233	Mar. 8,'49	Mar. 22,'49	Apr. 20,'49	1,013,918	May 2,'49	May 9,'49	Carozza-Hamill & Co.	63.3
2,174,453	1,689,297	May 10,'49	May 24,'49	June 8,'49	2,142,692	June 22,'49	June 23,'49	T. E. Ritter Corp.	51.0
664,390	502,405	May 31,'49	June 21,'49	July 6,'49	577,766	July 18,'49	July 29,'49	Brooklyn Engineering Corp.	85.0
8,664,494	7,697,346				9,454,463				
1,625,998	1,411,111	June 7,'49	June 28,'49	July 13,'49	1,732,778	July 28,'49	Aug. 10,'49	Nello L. Teer Co.	64.0
308,500	256,308	July 12,'49	Aug. 2,'49	Aug. 10,'49	294,754	Aug. 29,'49	Mar. 27,'50	Vanguard Constr. Corp.	7.3
399,717	382,318	June 11,'49	July 5,'49	Aug. 24,'49	604,665	Aug. 25,'49	Aug. 26,'49	Williams Construction Co.	6-29-50
310,599	339,489	Feb. 23,'49	Mar. 8,'49	Aug. 26,'49	565,412	Sept. 1,'49	Sept. 10,'49	Wilmoth Paving Company	97.0
2,261,531	1,971,861	July 19,'49	Aug. 9,'49	Sept. 14,'49	2,367,640	Oct. 6,'49	Oct. 10,'49	C. J. Langenfelder & Son	40.1
4,151,600	3,349,800	Sept. 16,'49	Oct. 25,'49	Nov. 9,'49	3,927,270	Nov. 30,'49	Jan. 3,'50	Merritt, Chapman & Scott	2.5
1,002,447	942,503	Oct. 18,'49	Nov. 1,'49	Dec. 21,'49	1,233,879	Jan. 16,'50	Jan. 26,'50	Nello L. Teer Co.	28.0
1,876,760	1,925,544	Nov. 22,'49	Dec. 20,'49	Dec. 21,'49	2,214,376	Jan. 16,'50		Harris Str. Steel Co.	0
949,611	797,998	Nov. 29,'49	Dec. 22,'49	Dec. 28,'49	1,042,698	Mar. 14,'50	Mar. 24,'50	Wilmoth Paving Company	10.0
478,085	384,828	Jan. 10,'50	Jan. 31,'50	Feb. 2,'50	442,552	Mar. 7,'50	Apr. 3,'50	A. S. Wikstrom, Inc.	21.0
563,072	451,955	Mar. 7,'50	Mar. 28,'50	Apr. 26,'50	519,748	May 8,'50	May 16,'50	Williams Constr. Co.	13.6
360,819	236,162	May 9,'50	June 6,'50	June 7,'50	271,586	June 26,'50		Smith, DeCorse & Christhilf	0
220,612	212,611	May 16,'50	June 6,'50	June 21,'50	479,502			Suburban Engr. & Cons. Co.	0
1,037,846	928,012	May 9,'50	June 6,'50	June 27,'50	1,152,248			Nello L. Teer Co.	0
969,461	897,766	May 2,'50	May 23,'50	June 29,'50	1,142,430			Nello L. Teer Co.	0
6,516,688	14 188,296				17,991,538				
5,181,182	22,185,642				27,466,001				
115,335	99,879	July 6,'48	July 20,'48	July 21,'48	114,861	Aug. 9,'48	Aug. 16,'48	Eastern Highways Corp.	11- 9-48
82,766	84,266	July 20,'48	Aug. 3,'48	Aug. 11,'48	96,905	Aug. 23,'48	Sept. 3,'48	L. R. Waesche & Sons	12- 9-48
56,107	51,299	Mar. 15,'49	Mar. 23,'49	Apr. 7,'49	58,994	Apr. 11,'49	Apr. 13,'49	Bituminous Constr. Co.	1-30-49
69,795	63,399	Mar. 29,'49	Apr. 19,'49	Apr. 27,'49	72,909	May 9,'49	May 23,'49	McGuire & Rolfe, Inc.	7-19-49
148,152	123,268	Mar. 29,'49	Apr. 19,'49	Apr. 27,'49	141,758	May 4,'49	May 14,'49	Bituminous Constr. Co.	7-18-49
182,027	156,300	Apr. 12,'49	May 3,'49	May 4,'49	179,745	May 18,'49	June 2,'49	Eastern Highways Corp.	9- 1-49
20,294	21,217	June 7,'49	June 21,'49	June 22,'49	24,400	July 11,'49	Aug. 11,'49	Corson & Gruman	8-29-49
674,476	599,628				689,572				
87,875	82,915	June 21,'49	July 12,'49	July 13,'49	95,352	July 25,'49	Aug. 19,'49	McGuire & Rolfe, Inc.	11 19-49
40,739	39,842	June 28,'49	July 12,'49	July 13,'49	45,818	July 25,'49	Aug. 1,'49	McGuire & Rolfe, Inc.	10-20-49
23,994	23,551	June 28,'49	July 12,'49	July 13,'49	27,084	July 21,'49	Aug. 1,'49	Bituminous Constr. Co.	9- 3-49
250,286	231,016	June 21,'49	July 12,'49	July 20,'49	265,669	Aug. 1,'49	Aug. 8,'49	Allred H. Smith	12-27-49
48,384	43,025	Sept. 28,'48	Oct. 13,'48	July 26,'49	76,979	Aug. 8,'49	Aug. 16,'49	Mahan & McCleary	12-29-49
402,066	416,328	Nov. 29,'49	Dec. 20,'49	Dec. 28,'49	563,777	Apr. 18,'50	A0r. 27,'50	Thos. Bennett & Hunter	4.2
194,910	175,526	Dec. 2,'49	Dec. 20,'49	Dec. 28,'49	331,855	Jan. 9,'50	Jan. 11,'50	F. P. Asher Jr. & Son	99.0
44,715	41,473	Dec. 6,'49	Dec. 20,'49	Dec. 28,'49	47,694	Jan. 26,'50	Feb. 13,'50	E. A. & J. O. Crandell	43.0
189,545	170,645	Feb. 7,'50	Feb. 28,'50	Mar. 1,'50	196,242	Mar. 30,'50	June 27,'50	Highway Construction Co.	1.0
170,454	159,437	Feb. 7,'50	Feb. 28,'50	Mar. 1,'50	183,352	Mar. 30,'50	May 1,'50	H. T. Campbell Sons Corp.	20.0
296,657	230,091	Feb. 14,'50	Mar. 7,'50	Mar. 16,'50	264,604	Mar. 30,'50	Apr. 3,'50	Bituminous Constr. Co.	6-22-50
191,076	180,900	Mar. 7,'50	Mar. 28,'50	Mar. 29,'50	208,035	May 26,'50	May 26,'50	H. T. Campbell Sons Corp.	2.0
39,597	36,616	Mar. 28,'50	Apr. 18,'50	Apr. 19,'50	43,358	May 8,'50	May 8,'50	T. E. Russell Co.	95.0
,983,298	1,831,365				2,319,819				
,657,774	2,430,993				3,039,391				

ROAD CONSTRUCTION CONTRACTS

Project No.	Contract No.	LOCATION			Miles	Description of Project
		Route No.	From	To		
						SECONDARY JULY 1, 1948 TO JUNE 30, 1949
	M-398	Md 190	N of Potomac	Twd Seneca	3.375	Pen. Mac. Surfacing
	Ho-223-1	Whiskey Btm. Rd.	Balto.-Wash. Blvd.	Scaggsville	2.081	Gravel Surfacing
	AA-242-1	...	S.E. of Friendship	Old Colony Cove	2.487	Gravel Surfacing
				Total—'48—'49	7.943	...
						JULY 1, 1949 TO JUNE 30, 1950
	AA-341-3	Md. 214	Mayo Road	Twd. Davidsonville	...	Bit. Stab. Base & Gravel Spec. "B" Surfacing
	Cl-316-1	Six Brs.	N.W. of Detour	Frederick County Line	0.424	Pen. Mac. Surfacing
				Total—'49—'50	0.424	...
	5			TOTAL SECONDARY	8.367	...
						MISCELLANEOUS JULY 1, 1948 TO JUNE 30, 1949
	Cl-289-1	Md. 84	Over Roop Branch	...	0.160	Concrete Box Culvert
	AA-223-2	Md. 2	Severn River Bridge	...	...	Steel Floor—Bascule Span
	AA-255-25	Md. 404	Sandy Point Ferry Term.	...	...	Waiting Room
	AA-223-1	Md 2	Severn River Bridge	...	...	New Lighting Units; New and Repair Conduit
	ED-27-314	...	Bridges—AA, Cl, & M. C	os.	...	Cleaning and Painting Bridges
				Total—'48—'49	0.160	...
						JULY 1, 1949 TO JUNE 30, 1950
	M-444-1	Bradley Road	At Bethesda	...	...	Multiplate Metal Pedestrian Tun. under B.&O
	M-435-1	U.S. 29	Columbia Blvd. and Semi	nary Ave. at Georgia Ave.	...	Conc. Adj. to Channelized intersection
	AA-418-1	U.S. 301	Over Saw Mill Creek at	N. End Glen Burnie	...	Widen Existing Bridge
	ED-31-314 514	...	Metal Structures—Distri	ct Nos. 3 and 5	...	Cleaning and Painting
				Total—'49—'50	.	...
	9			TOTAL MISCELLANEOUS	0.160	...
			25—Primary		41.491	...
			20—Widening and Resurf	acing	55.646	...
			5—Secondary		8.367	...
			9—Miscellaneous		0.160	...
			59—GRAND TOTAL		105.664	...

JULY 1, 1948 TO JUNE 30, 1950—DISTRICT NO. 3—*Continued*

Engineer's Estimate	Contract Cost	Date Advertised	Bids Opened	Date of Award	Amount Authorized Incl. R/W and Contract	Date of Notice To Proceed	Date Started	Contractor	Date Completed or Percent Completed as of June 30, 1950
343,222	277,742	June 8,'48	June 22,'48	July 19,'48	323,404	July 29,'48	Aug. 9,'48	T. Edgie Russell Co.	7- 7-49
75,350	58,922	Sept. 7,'48	Sept. 21,'48	Oct. 6,'48	68,260	Oct. 18,'48	Nov. 17,'48	R. H. Houghton	11- 7-49
151,933	140,739	Oct. 11,'48	Oct. 26,'48	Nov. 10,'48	167,849	Nov. 23,'48	Dec. 2,'48	Mueller Constr. Co.	11- 7-49
570,505	477,103				559,513				
69,770	59,678	Mar. 21,'50	Apr. 4,'50	Apr. 5,'50	68,629	Apr. 19,'50		E. Stewart Mitchell Co.	0
13,981	11,215	Apr. 18,'50	May 9,'50	May 18,'50	13,247	June 5,'50	June 6,'50	Richard F. Kline	67.8
83,751	70,893				81,876				
654,256	548,296				641,389				
34,106	33,313	June 22,'48	July 13,'48	Aug. 25,'48	38,759	Nov. 29,'48	Dec. 1,'48	J. Melvin Roberts	5-11-49
30,800	31,470	Aug. 10,'48	Aug. 31,'48	Sept. 8,'48	36,191	Mar. 24,'49	Mar. 28,'49	McCormick Constr. Co.	8-15-49
19,500	17,648	Dec. 30,'48	Jan. 18,'49	Feb. 10,'49	20,295	Feb. 21,'49	Mar. 7,'49	Windsor Constr. Co.	6-14-49
7,291	8,170	Feb. 7,'49	Feb. 23,'49	Feb 25,'49	9,396	Mar. 14,'49	Oct. 24,'49	Keystone Engr. Corp.	12-21-49
11,300	4,290	Feb. 15,'49	Feb. 15,'49	Mar. 30,'49	4,934	Apr. 22,'49	Aug. 1,'49	Nick Kazagolis	8-25-49
102,997	94,891				109,575				
26,470	27,047	July 12,'49	Aug. 2,'49	Aug. 24,'49	31,103	Sept. 15,'49	Dec. 19,'49	Leo Butler Company	5- 4-50
5,038	5,253	Mar. 28,'50	Apr. 18,'50	Apr. 26,'50	6,040	May 18,'50	June 6,'50	Curtin & Johnson	95.0
7,595	9,030	Apr. 11,'50	May 2,'50	May 10,'50	11,885	May 22,'50		J. Melvin Roberts	0
14,893	7,040	May 2,'50	May 16,'50	May 18,'50	7,744	June 1,'50	June 5,'50	Dormant Painting Co.	23.0
53,996	48,370				56,772				
156,993	143,261				166,347				
25,181,182	22,185,642				27,446,001				
2,657,774	2,430,993				3,039,391				
654,256	548,296				641,389				
156,993	143,261				166,347				
28,650,205	25,308,192				31,293,128				

DOLLAR VALUE OF CONTRACTS COMPLETED—JULY 1, 1948 TO JUNE 30, 1950
DISTRICT NO. 3

Project No.	Contract No.	LOCATION			Miles	Description of Project	Date Authorized	Amount Authorized	Date Completed	Contractor
		Route	From	To						
					1917	PROGRAM				
	M-354-4	U.S. 29	B & O RR Underpass	Silver Spring		Steel and Concrete Underpass	Jan. 29,'47	815,867	Sept. 18,'48	J. D. Hedin Constr. Co.
	B-588 Ho-230	U.S. 40	Patapsco River Bridge			Roadway Lighting	Apr. 10,'17	2,200	Oct. 13,'48	Sam J. Jackson
	M-354-2	U.S. 29	Approach to B & O RR. Un	derpass at Silver Spring	0.650	Concrete Surf.—6 Lane Div. Highway	July 10,'47	457,081	Sept. 16,'48	Wilmoth Paving Company
	Ho-221-1	Md. 104	Bridge over Bonnie Branch			Reconstruct Bridge	Oct. 2,'47	14,310	July 6,'48	Watson & Case
	4			Total Projects Completed	0.650			1,289,458		
					1948	PROGRAM				
4	Ho-164-3	U.S. 29 to U.S. 40	Bridge over Alt. U.S. 40		0.030	3 Span Steel Beam Bridge—Concrete Bents	Feb. 10,'48	103,206	July 9,'49	Frank L. Carozza
11	M-430	Md. 410	Georgia Avenue	Wisconsin Avenue	2.400	Penetration Macadam Widening	Feb. 10,'48	79,913	July 1,'48	T. Edgie Russell
	Cl-283-1	Md. 570	S. of Barrett	Toward Hood's Mill	0.495	Bituminous Road Mix	Mar. 24,'48	33,795	Sept. 1,'48	Gott & Franklin
8	Ho-164-2	U.S. 40 to U.S 29	Edmondson Ave. Extended	Columbia Pike	3.020	Reinforced Concrete Surfacing	May 5,'48	742,837	Aug. 4,'49	Rea Construction Co.
13	AA-393-1	Md. 404	Ritchie Highway	Skidmore	4.220	Reinforced Concrete Surfacing	May 6,'48	627,588	July 11,'49	T. E. Ritter Corp.
8-A	Ho-164-4	U.S. 40 to U.S. 29	Bridge over Edmondson Av.	Extended		Steel Beam & Concrete Bridge	May 19,'48	127,214	July 23,'49	Brooklyn Engineering Corp.
60	Cl-305-1	U.S. 140	Union Mills	Pa. State Line	4.150	Pen. Mac. Widen. & Relocate Curves	May 20,'48	126,387	June 23,'49	Jas. Gibbons Co.
38	AA-388-1	Md. 176	Harmons	U. S. 301—Glen Burnie	4.230	Spec. "B" Resurfacing	July 21,'48	114,861	Nov. 9,'48	Eastern Highways Corp.
	M-398	Md. 190	N. of Potomac	Toward Seneca	3.375	Pen. Mac. Surfacing	July 21,'48	323,404	July 7,'49	T. Edgie Russell
74	Cl-306	Md. 32 & Md. 71	Thru Taneytown		1.575	Pen. Mac. Widen & Spec. "B" Resurf.	Aug. 11,'48	96,905	Dec. 9,'48	L. R. Waesche & Sons
	Cl-289-1	Md. 84	Over Roop Branch		0.160	Concrete Box Culvert	Aug. 25,'48	38,759	May 11,'49	J. Melvin Roberts
	AA-223-2	Md. 2	Severn River Bridge			Steel Floor Bascule Span	Sept. 8,'48	36,191	Aug. 15,'49	McCormick Constr. Co.
16	AA-341-2	Md. 214 Ext.	Steuart's Corner	Mayo Road	1.721	Gravel Surfacing	Sept. 10,'48	165,098	Aug. 4,'49	F. P. Asher, Jr. & Son
	Ho-223-1	Whiskey Btm. Rd.	Balto.-Wash. Expressway	Scaggsville	2.081	Gravel Surfacing	Oct. 6,'48	68,260	Nov. 7,'49	R. H. Houghton
	AA-242-1		S. E. of Friendship	Old Colony Cove	2.487	Gravel Surfacing	Nov. 10,'48	167,849	Nov. 7,'49	Mueller Constr. Co.
45-D	AA-368-3	B/W Expwy.	Hammonds Ferry Road	Winterson Road	1.535	Dual Reinforced Concrete Surfacing	Dec. 22,'48	1,076,061	Jan. 11,'50	Rea Construction Co.
19-A	Ho-202-3 P-461-3	U.S. 1	Bridges over Patuxent River	and Race Track Road		Steel Beam Bridge—Reinforced Concrete Bridge	Jan. 5,'49	349,313	Apr. 29,'50	Contee Sand & Gravel Co.
45-F	AA-392-1	Airport Rd	Interchange Area	Airport	0.582	Dual Reinforced Concrete Surfacing	Jan. 18,'49	274,392	Oct. 17,'49	Wilmoth Paving Co.
	AA-255-25	Md. 404	Sandy Point Ferry Terminal			Waiting Room	Feb. 10,'49	20,295	June 15,'49	Windsor Construction Co.
39	Ho-235-2	Md. 176	Dorsey	U. S. 1	0.369	Mac. Base—Penetration Mac. Surf.	July 26,'49	76,979	Jan. 29,'49	Mahon & McCleary
	20			Total Projects Completed	32.430			4,649.307		

						1949 PROGRAM				
......	AA-223-1	Md. 2	Severn River Bridge		......	New Lighting Units—New and Repair Conduits	Feb. 25,'49	9,396	Dec. 21,'49	Keystone Engineering Corp.
......	Ed-27-314	....	Bridges—District No. 3		......	Cleaning and Painting Bridges	Mar. 30,'49	4,931	Aug. 25,'49	Nick Kozagalis
166	AA-409	U.S. 50	Parole	Annapolis	1.550	Spec. "B" Resurfacing	Apr. 7,'49	58,994	Apr. 30,'49	Bituminous Constr. Co.
98	M-453	Md. 410	Georgia Avenue	Chestnut Ave., etc.	0.850	Spec. "B" Resurfacing	Apr. 27,'49	72,909	July 19,'49	McGuire & Rolfe, Inc.
100		Md. 384	Georgia Avenue	S. W. to D. C. Line	0.500	Spec. "B" Widening and Resurfac.				
101		Md. 653	East-West Highway	D. C. Line	0.170	Spec. "B" Widening and Resurfac.				
104	AA-410	Md. 171	Baltimore City Line	Md. 2	0.940	Spec. "B" Resurfacing	Apr. 27,'19	141,758	July 18,'49	Bituminous Constr. Co
105		Md. 169	¾ mi. S. of Pumphrey	Hammonds Ferry Road	0.910	Spec. "B" Resurfacing				
106		Md. 648	Md. 2	U. S. 301 in Glen Burnie	1.750	Spec. "B" Widening and Resurfac.				
107		U.S. 301	Dorsey Road (Md. 176)	5th Ave. South	1.170	Spec. "B" Resurfacing				
124	AA-411	U.S. 301	Severn Run	Pigeon House Inn	8.044	Spec. "B" Resurfacing	May 4,'49	179,745	Sept. 1,'49	Eastern Highways Corp.
129	M-457	U.S. 240	Thru Rockville		0.694	Spec. "B" Resurfacing and Drainage	June 22,'49	24,400	Aug. 29,'49	Corson & Gruman
99	M-458	Md. 184	Georgia Avenue	D. C. Line	0.380	Spec. "B" Resurfacing	July 1 '19	95,352	Nov. 19,'49	McGuire & Rolfe
102		Md. 515	Silver Spring	North Woodside	1.100	Spec. "B" Resurfacing				
103		Md. 516	Colesville Road	Old Bladensburg Road	0.890	Spec. "B" Resurfacing				
121	M-460	Md. 191	Wisconsin Avenue	Leland Street	0.369	Spec. "B" Resurfacing	July 13,'49	45.818	Oct. 20,'49	McGuire & Rolfe
122		Md. 82	Bradley Lane	East-West Highway	1.102	Spec. "B" Widening and Resurfac.				
127	AA-414	Md. 181	S. Limit Eastport	Toward Bay Ridge	1.005	Spec. "B" Resurfacing	July 13,'49	27,084	Sept. 3,'49	Bituminous Constr. Co.
146	M-459	Md. 410	Wisconsin Ave.	Georgia Ave.	4.048	Spec. "B" Resurfacing	July 20,'19	265,669	Dec. 27,'49	Alfred H. Smith
19	Ho-202-2 P-461-2	U.S. 1	Laurel By-pass		1.555	One Lane Reinfor. Concrete Surfac.	Aug. 24,'49	604,665	June 29,'50	Williams Construction Co.
	12			Total Projects Completed	27.027			1,530.724		
					1950	PROGRAM				
138	Ho-246	Md. 103	Waterloo Road (Md. 175)	U. S. 1	4.958	Spec. "B" Widening and Resurfacing	Mar. 16,'50	264,604	June 22,'50	Bituminous Constr. Co.
	37			GRAND TOTAL	65.065			7,734,093		

RECAPITULATION OF PROJECTS COMPLETED BY CLASSIFICATIONS

	1947		1948		1949		1950		TOTAL	
	Miles	Amount	Miles	Amount	Miles	Amount	Miles	Amount	Miles	Amount
Primary	0.650	1,272,948	11.108	3,465,709	1.555	604,665			13.313	5,343,322
Widening and Resurfacing			12.724	495,045	25.472	911,729	4.958	264,604	43.151	1,671,378
Secondary			8.438	593,308					8.438	593,308
Miscellaneous		16,510	0.160	95,245		14,330			0.160	126,085
Total Completed 37	0.650	1,289,458	32.430	4,649,307	27.027	1,530,724	4.958	264,604	65.065	7,734,093

MAINTENANCE REPORT

July 1, 1948 to June 30, 1949

ROADWAY SURFACING

Type of Work	Unit of Charge	Rigid J–K	Semi-Rigid I	Non-Rigid F,G,H,I	Untreated D–E
Patching	Sq. Yds.	44,903	52,495	272,907	2,949
Blading—Dragging	Miles	—	—	—	—
Jacking—Asphalt	Sq. Yds.	—	—	—	—
Jacking—Cement Slurry	Sq. Yds.	—	—	—	195
Resurfacing—Non Bituminous	Sq. Yds.	—	—	—	—
Joint and Crack Filling	Gals.	27,265	—	895	—
Oiling—Bituminous	Sq. Yds.	486,486	42,091	507,612	—

SHOULDER MAINTENANCE

Type of Work	Unit of Charge	Bitum.	Stabilized	Grass	Earth
Patching	Sq. Yds.	84,666.10	41,345	—	27,024
Blading—Dragging	Miles	—	331.00	—	1,828.16
Sodding	Sq. Yds.	—	—	8,739	—
Mowing and Hand Cutting	Miles	—	—	3,776.85	134
Oiling—Bituminous	Sq. Yds.	52,728	301,541	—	—
Removal—Excess Material	Cu. Yds.	46	—	580	32,763.48

MAINTENANCE—BRIDGES AND STRUCTURES

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
Bridge Repairs	Number	16	3	2
Pipe and Box Culverts	Number	40	48	13
Curb and Gutter	Lin. Ft.	727	69	105
Catch Basins	Number	43	4	43
Spillways, Etc.	Number	4	—	1
Bituminous Rebutt	Lin. Ft.	—	60	1,075
Underdrain	Lin. Ft.	526	214	383

GUARD FENCE

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
New Fence	Lin. Ft.	893	60	501
Posts	Number	825	282	2,505
Cable	Lin. Ft.	830	709	1,421
Fittings	Number	228	314	280
Paint	Gals.	421	13	49

RIGHT-OF-WAY

Type of Work	Unit of Charge	Maintenance	
		Roadside	Park Area
Mowing, Clearing and Grubbing	Miles	2,244.50	—
Beautification	Sq. Yds.	12,789	5,615
Resetting Fence	Lin. Ft.	20	—
Removal of Debris	Truck Loads	953	220
Top-Soil	Cu. Yds.	1,303	1,895
Cutting Grass	Acres	153.50	1,407.50
Trimming Trees	Number	710	3
Moving Equipment	Units	250	—
	Miles	9,355.50	—

TRAFFIC SERVICE

Type of Work	Unit of Charge	Maintenance
Highway Markers	Number	8,363
Surface Guide Lines	Miles	551.70
Surface Marking, Schools R.R., Etc.	Number	763
Snow Removal	Inches Miles	27" 16,342 mi.
Ice Treatment	Cu. Yds.	2,640
Traffic Lights	Number	2
Snow Fence Erected and Dismantled	Lin. Ft.	308,143
Manual Traffic Count	Hours	1,641

DRAINAGE (CLEANING)

Type of Work	Unit of Charge	Maintenance
Ditching (New)	Lin. Ft.	15,694
Cleaning—Ditches	Lin. Ft.	249,305
Cleaning—Pipe Culverts	Number	1,536
Cleaning—Box Culverts	Number	143
Cleaning—Bridges	Number	16
Cleaning—Catch Basins	Number	560
Cleaning—Misc. Structures	Number	203
Riprapping	Sq. Yds.	276

MAINTENANCE REPORT

July 1, 1949—June 30, 1950

ROADWAY SURFACING

Type of Work	Unit of Charge	Rigid J-K	Semi-Rigid I	Non-Rigid F,G,H,I	Untreated D-E
Patching	Sq. Yds.	58,257	120,010	210,439	4,500
Blading—Dragging	Miles	—	—	—	—
Jacking—Asphalt	Sq. Yds.	—	—	—	—
Jacking—Cement Slurry	Sq. Yds.	—	—	—	—
Resurfacing—Non Bituminous	Sq. Yds.	—	2,093	—	—
Joint and Crack Filling	Gals.	12,695	—	4,655	—
Oiling—Bituminous	Sq. Yds.	—	—	164,953	—

SHOULDER MAINTENANCE

Type of Work	Unit of Charge	Bitum.	Stabilized	Grass	Earth
Patching	Sq. Yds.	66,312	90,830	—	54,827
Blading—Dragging	Miles	—	538	—	2,518
Sodding	Sq. Yds.	—	—	—	—
Mowing and Hand Cutting	Miles	—	1.00	4,257.30	—
Oiling—Bituminous	Sq. Yds.	3,350	17,112	—	—
Removal—Excess Material	Cu. Yds.	130	—	—	31,683

MAINTENANCE—BRIDGES AND STRUCTURES

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
Bridge Repairs	Number	4	7	3
Pipe and Box Culverts	Number	26	12	10
Curb and Gutter	Lin. Ft.	—	96	481
Catch Basins	Number	19	4	22
Spillways, Etc.	Number	—	—	2
Bituminous Rebutt	Lin. Ft.	—	—	349
Underdrain	Lin. Ft.	—	—	560

GUARD FENCE

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
New Fence	Lin. Ft.	319	463	427
Posts	Number	6,996	1,415	332
Cable	Lin. Ft.	698	300	15,710
Fittings	Number	128	139	2,441
Paint	Gals.	743	20	22

RIGHT-OF-WAY

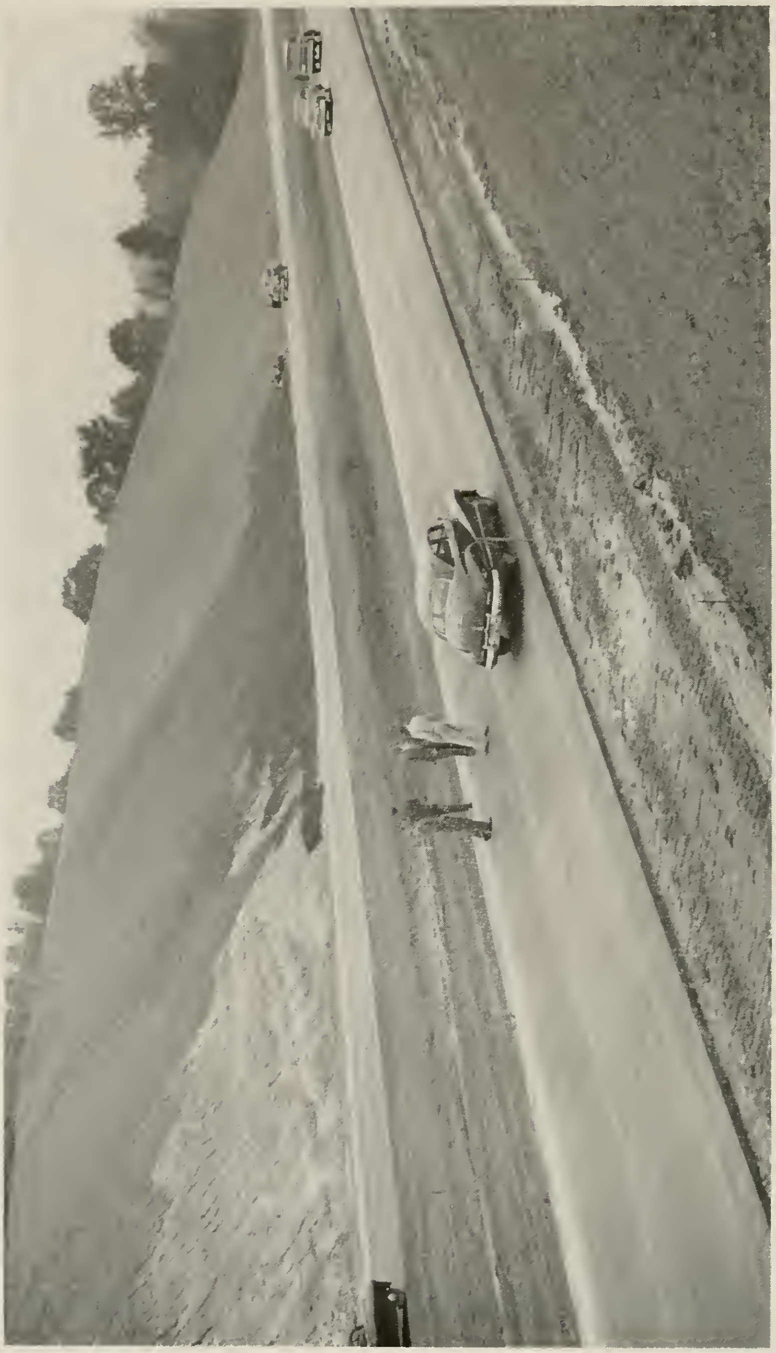
Type of Work	Unit of Charge	MAINTENANCE	
		Roadside	Park Area
Mowing, Clearing and Grubbing	Miles	1,986.96	20
Beautification	Sq. Yds.	554	55.50
Resetting Fence	Lin. Ft.	530	—
Removal of Debris	Truck Loads	2,461	1
Top-Soil	Cu. Yds.	262	—
Cutting Grass	Acres	286	1,191
Trimming Trees	Number	632	—
Moving Equipment	Units	175	—
	Miles	7,188	—

TRAFFIC SERVICE

Type of Work	Unit of Charge	Maintenance
Highway Markers	Number	11,665
Surface Guide Lines	Miles	1,011.70
Surface Marking, Schools R.R., Etc.	Number	1,024
Snow Removal	Inches Miles	1″
Ice Treatment	Cu. Yds.	880
Traffic Lights	Number	4
Snow Fence Erected and Dismantled	Lin. Ft.	372,465
Manual Traffic Count	Hours	1,332

DRAINAGE (CLEANING)

Type of Work	Unit of Charge	Maintenance
Ditching (New)	Lin. Ft.	6,403
Cleaning—Ditches	Lin. Ft.	489,489
Cleaning—Pipe Culverts	Number	889
Cleaning—Box Culverts	Number	58
Cleaning—Bridges	Number	19
Cleaning—Catch Basins	Number	347
Cleaning—Misc. Structures	Number	190
Riprapping	Sq. Yds.	12
Paint Headwalls	Number	167—10 gal. paint
Paint Bridges	Number	15— 2 gal. paint



RELOCATED U. S. ROUTE 111—BALTIMORE-HARRISBURG EXPRESSWAY

DISTRICT NO. 4

Headquarters—Towson, Maryland

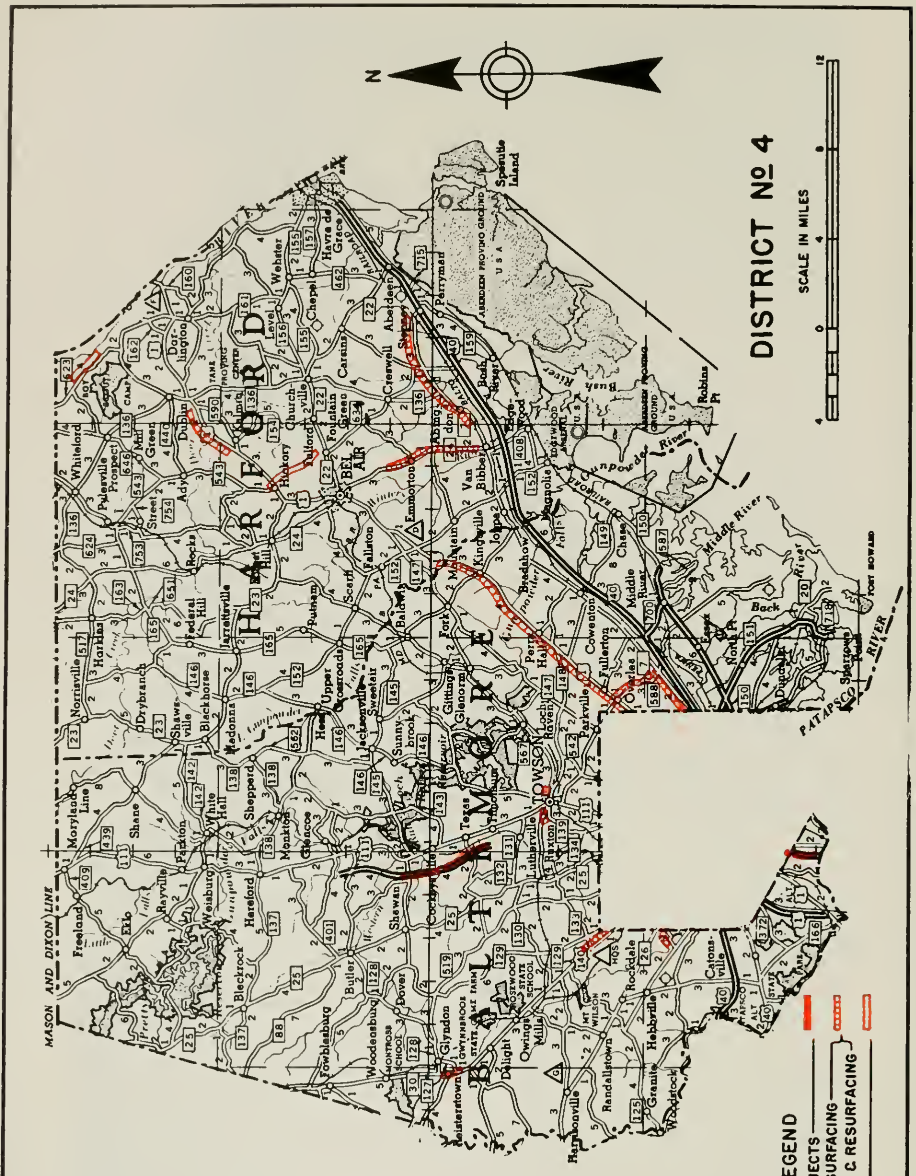
D. P. CAMPBELL
District Engineer

JAMES N. HEILE	ENOCH C. CHANEY
Assistant District Engineer	*Assistant District Engineer*
Construction	Maintenance

BALTIMORE COUNTY
MILTON C. VOLKER
Junior Assistant Highway Engineer

HARFORD COUNTY
PERCY B. SHIPLEY
Junior Assistant Highway Engineer

PERMITS
ARRA CHANEY
Junior Assistant Highway Engineer



PLAT OF DISTRICT NO. 4—PROJECTS AWARDED FISCAL YEARS 1949-1950—SUPERIMPOSED

DISTRICT NO. 4

District No. 4 comprises Baltimore and Harford Counties. The construction and maintenance activities of the State Roads System are under the direction of the District Engineer. All County roads within the District are maintained by the respective Counties, and all construction work on the County road system is under the supervision of the County engineers of the respective Counties.

The State Road mileage maintained in the District, is as follows:

Fiscal year 1948—1949:

Baltimore County	294.22 miles
Harford County	265.36 miles
Total for District	559.58 miles

Fiscal year 1949—1950:

Baltimore County	297.00 miles
Harford County	265.36 miles
Total for District	562.36miles

The Maintenance operations during the past two years have greatly improved due to the fact that sufficient labor, better service on equipment repairs, and new equipment, could be more readily obtained. These improved operations have been accomplished despite the fact that the volume of traffic, particularly truck traffic, has increased tremendously.

The metropolitan area around Baltimore is developing very rapidly, which not only increases the volume of traffic, but creates quite a problem in issuing hundreds of permits, covering private driveways, channelization and entrances in commercial areas, and the installation of all utilities. This work involves constant inspection to insure compliance with the permit requirements.

The shoulder grading operations have continued with the use of auto patrols and high speed loaders, at the rate of approximately 60 to 70 miles each year.

Practically no snow removal nor ice treatment was required in the past two years, due to very mild winter seasons.

Several miles of old type wire guard rail has been replaced with cable type guard rail in the last two years, and this conversion will be continued as fast as the necessary cable, posts, and attachments can be obtained.

The large reconstruction program for widening and resurfacing various roads in the District will help to decrease maintenance operations to some extent.

Tables showing data pertaining to road construction contracts awarded; projects completed; and maintenance reports for the period July 1, 1948 to June 30, 1950 follows:

ROAD CONSTRUCTION CONTRACTS JULY 1, 1948

Project No.	Contract No.	LOCATION			Miles	Description of Project
		Route No.	From	To		
						PRIMARY PROJECTS JULY 1, 1948 TO JUNE 30, 1949
7	B-332-3	Francis Av.	Overpass of P.R.R. and Appr.		0.450	Steel I-Beam Bridge, Pen. Mac. Surf.
5	B-332-4	Sulp.Sp.Rd	Underpass of P.R.R.		Br.	Steel Girder Bridge
45-A	B-577-1	B/W Expy	Baltimore City Line	Patapsco River	1.371	Dual Reinf. Concrete Surfacing
52	B-578-2	U.S. 111	Timonium	Marble Hill Road	4.122	Grading and Drainage for Dual Highway
5-A	B-332-5	Sulp.Sp.Rd	Approaches to Underpass	P.R.R.	0.600	Reinf. Concrete Surfacing
52-B	B-578-4	U.S. 111	Zink Underpass		Under-pass	Reinf. Conc. Underpass, 16′ Span—14′ Rise
				Total—'48—'49	6.543	
						JULY 1, 1949 TO JUNE 30, 1950
52-C	B-578-6	U.S. 111	Padonia Road Underpass		Un'pass	Reinf. Conc. Underpass, 54′ Span—16′ Rise
52-D	B-578-7	U.S. 111	Bridge over York Road	Reloc at Beaver Dam Rd.	Br.	Steel Beam and Concrete Bridge
52-A	B-578-9	U.S. 111	Timonium Road	Marble Hill Road		Reinf. Conc. Surface; Seed, Mulch, etc.—Dual
				Total—'49—'50		
	9			TOTAL PRIMARY	6.543	
						WIDENING AND RESURFACING JULY 1, 1948 TO JUNE 30, 1949
118	B-589 }	U.S. 140	Baltimore City Line	Old Court Road	1.244	Spec. "B" Resurfacing }
119	B-590 }	Md. 126	Gwynn Oak Park	Windsor Mill Road	0.568	Spec. "B" Resurfacing
108	B-588	U.S. 1	Overlea Avenue	Neckar Avenue	2.860	Spec. "B" Resurfacing
				Total—'48—'49	4.672	
						JULY 1, 1949 TO JUNE 30, 1950
155	{	Md. 7	Baltimore City Line	Golden Ring Road	2.002	Spec. "B" Resurfacing }
168	B-594-1 {	U.S. 1	Baltimore City Line	Overlea Avenue	0.138	Spec. "B" Resurfacing }
171	B-596 }	U.S. 140	Westminster Pike	Woodley Avenue	0.920	Spec. "B" Resurfacing }
172	B-597 }	Md. 141	York Road	Charles Street	0.880	Spec. "B" Resurfacing }
159	H-322	Md. 24	2.5 mi. S. of Belair	Md. 7 at Van Bibber	2.652	Pen Mac. and Spec. "B" Surfacing
194	B-601	U.S. 1	Neckar Avenue	Harford County Line	7.804	Spec. "B" Resurfacing
200	H-329	Md. 7	U.S. 40 S.W. to Balto. Branch		5.990	Spec. "B" Resurfacing
150-A	H-328	U.S. 1	6 mi. N.E. of Belair	Twd. Conowingo	2.974	Plain Concrete Shoulders (Widen)
202	B-602 }	Md. 588	Trump Mill Road	Md. 7	1.910	Spec. "B" Resurfacing }
15-A	B-603 }	Md. 148	U.S. 111	Providence Road	0.610	Spec. "B" Resurfacing }
				Total—'49—'50	25.880	
	9		TOTAL WIDENING AND RESURFACING		30.552	
						SECONDARY JULY 1, 1949 TO JUNE 30, 1950
	H-257-1	Susque. Hall Road	Flintville	Castleton	2.043	Pen. Mac. Surfacing
	H-319-1		Hickory (U.S. 1)	Fountain Green	3.026	Mac. Base and Pen. Mac. Surface
				Total—'49—'50	5.069	
	2			TOTAL SECONDARY	5.069	
						MISCELLANEOUS JULY 1, 1948 TO JUNE 30, 1949
	Ed-27-414		Bridges—District No. 4			Cleaning and Painting Bridges
						JULY 1, 1949 TO JUNE 30, 1950
	B-609 }					
	H-332 }	U.S. 10	Martin Boulevard	Aberdeen		21.008 mi. Seeding Park Area
	H-232-15	U.S. 40	Havre de Grace Bridge			Repairs to Bridge, etc.
	Ed-31-414		Metal Structures—District No. 4			Cleaning and Painting
	H-331-1	Md. 165	N. Bush's Corner toward	Pylesville	0.133	Vert. Curve Mod. Pen. Mac. Surface
				Total—'49—'50	0.133	
	5			TOTAL MISCELLANEOUS	0 133	
			9—Primary		6.543	
			9—Widening and Resurfacing		30.552	
			2—Secondary		5 069	
			5—Miscellaneous		0.133	
			25—GRAND TOTAL		42.297	

—JUNE 30, 1950—DISTRICT NO. 4

Engineer's Estimate	Contract Cost	Date Advertised	Bids Opened	Date of Award	Amount Authorized Incl. R W and Contract	Date of Notice To Proceed	Date Started	Contractor	Date Completed or Percent Completed as of June 30, 1950
581,826	525,985	May 11,'48	June 1,'48	July 14,'48	719,883	Mar. 8,'49	Mar. 14,'49	Whiting-Turner Contr. Co.	5 9-50
375,767	395,349	June 22,'48	July 13,'48	July 28,'48	455,801	Mar. 15,'49	Mar. 15,'49	A. S. Wikstrom	10 26 49
951,266	929,031	June 1,'48	June 15,'48	Aug. 25,'48	1,418,386	Aug. 30,'48	Sept. 3,'48	Bero Engr. & Contr. Co.	5-10-50
859,550	753,192	Sept. 29,'48	Oct. 13,'48	Dec. 7,'48	1,116,171	Dec. 9,'48	Dec. 9,'48	Dutcher Construction Co.	4-26-50
355,547	345,006	June 22,'48	July 13,'48	Mar. 17,'49	561,757	Apr. 7,'49	Apr. 20,'49	Frank L. Carozza	73.5
78,622	57,944	May 31,'49	June 21,'49	June 29,'49	66,635	July 7,'49	Aug. 10,'49	Allied Contractors	88.0
3,202,578	3,007,507				4,338,633				
298,623	249,882	July 26,'49	Aug. 16,'49	Aug. 24,'49	287,364	Sept. 5,'49	Sept. 27,'49	Smith, Decourse & Christbif	61.0
168,240	141,494	Sept. 6,'49	Sept. 20,'49	Sept. 28,'49	162,718	Oct. 6,'49	Nov. 28,'49	J. Melvin Roberts	73.0
659,338	616,781	Dec. 9,'49	Dec. 28,'49	Dec. 28,'49	709,298	Apr. 4,'50	May 17,'50	Bero Engr. & Constr. Co.	46.0
1,126,201	1,008,157				1,159,380				
4,328,779	4,015,664				5,498,013				
65,581	61,778	Mar. 22,'49	Apr. 5,'49	Apr. 7,'49	71,041	Apr. 25,'49	May 5,'49	Bituminous Constr. Co.	6- 9-49
116,453	118,936	Mar. 22,'49	Apr. 5,'49	Apr. 13,'49	136,776	Apr. 22,'49	May 2,'49	H. T. Campbell & Sons Corp.	6-28-49
182,034	180,714				207,820				
84,850	86,798	July 5,'49	July 19,'49	July 20,'49	99,818	Aug. 1,'49	Aug. 8,'49	H. T. Campbell & Sons Corp.	1-28-50
57,426	58,421	Aug. 9,'49	Aug. 23,'49	Aug. 24,'49	67,184	Sept. 5,'49	Sept. 27,'49	H. T. Campbell & Sons Corp.	11- 7-49
308,926	292,183	Nov. 8,'49	Nov. 29,'49	Dec. 28,'49	386,011	Apr. 28,'50	May 2,'50	H. T. Campbell & Sons Corp.	3 6
300,235	289,000	Jan. 31,'50	Feb. 21,'50	Mar. 1,'50	332,350	Mar. 15,'50	Mar. 27,'50	H. T. Campbell & Sons Corp.	6- 8-50
198,591	190,979	Jan. 31,'50	Feb. 21,'50	Mar. 1,'50	219,626	Mar. 13,'50	Apr. 3,'50	T. B. Gatch & Sons, Inc.	73.0
79,562	80,482	Feb. 7,'50	Feb. 28,'50	May 3,'50	92,554	May 15,'50	May 24,'50	Chas. E. Kern, Inc.	15 5
86,595	92,148	Mar. 28,'50	Apr. 18,'50	May 3,'50	105,970	June 1,'50	June 7,'50	Interstate Amiesite Co.	8 0
1,116,185	1,090,011				1,303,513				
1,298,219	1,270,725				1,511,333				
262,488	214,160	Aug. 23,'49	Sept. 6,'49	Jan. 18,'50	253,784	Feb. 2,'50	Feb. 11,'50	Thomas A. Reilly Company	37.0
153,574	129,924	Feb. 21,'50	Mar. 11,'50	Apr. 26,'50	159,413	May 29,'50	June 7,'50	Thomas A. Reilly Company	1.0
116,062	344,084				413,197				
416,062	344,084				413,197				
21,800	11,116	Feb. 23,'49	Mar. 8,'49	Mar. 17,'49	12,784	Apr. 6,'49	Apr. 6,'49	C. Carafas Constr. Co.	8-23-49
30,553	19,328	Mar. 21,'50	Apr. 4,'50	Apr. 5,'50	22,227	Apr. 12,'50	Apr. 17,'50	Woodbine Nurseries	6-30-50
38,345	59,840	Feb. 7,'50	Mar. 7,'50	Apr. 12,'50	68,816	May 8,'50		Brooklyn Engineering Co.	0
21,218	11,805	Apr. 25,'50	May 9,'50	May 18'50,	12,986	June 7,'50	June 9,'50	C. Carafas Constr. Co.	47 0
16,784	10,618	May 9,'50	June 6,'50	June 21,'50	13,710			H. T. Campbell & Sons, Corp	0
106,900	101,591				117,739				
128,700	112,707				130,523				
4,328,779 1,298,219 416,062 128,700	4,015,664 1,270,725 344,084 112,707				5,498,013 1,511,333 413,197 130,523				
6,171,760	5,743,180				7,553,066				

DOLLAR VALUE OF CONTRACTS COMPLETED—JULY 1, 1948 TO JUNE 30, 1950
DISTRICT No. 4

Project No.	Contract No.	LOCATION			Miles	Description of Project	Date Authorized	Amount Authorized	Date Completed	Contractor
		Route	From	To						
					1947	PROGRAM				
......	B-470-3	ButlerRd.	Bridge over W. Md. RR. at	Glyndon	......	Concrete and Stone Bridge	Apr. 10,'47	304,315	Aug. 13,'49	Allied Contractors
9	B-576-1				1948	PROGRAM				
6	Ho-236-1	U.S. 40	Rolling Road	Pine Orchard	5.000	Reinforced Concrete Surfacing	Feb. 25,'48	539,856	Nov. 19,'48	Hechler Brothers
8	H-315	U.S. 40	N. E. Aberdeen	Ontario Street	1.590	Spec. "B" Resurfacing	Feb. 25,'48	107,531	Aug. 24,'48	T. B. Gatch & Sons
..	H-232-12	U.S.40	Bridge over Susquehanna Ri.	Havre de Grace	.	Cleaning and Painting Bridge	Apr. 14,'48	122,418	Oct. 4,'48	Basil B. Wells
15	B-572-1	Md. 148	Providence Road	Harford Road	4.000	Spec. "B" Resurfacing	Apr. 22,'48	122,920	Aig. 27,'48	H. T. Campbell Sons, Co.
12-A	B-392-4	Wilkins Ave.Ext.	Bridge over Herbert Run	..		Steel Beam and Concrete Bridge	May 19,'48	119,973	Aug. 5,'49	J. H. Williams Co., Inc.
12-B	B-392-3	Wilkins Ave.Ext.	Bridge over Sulpher Spg. Rd	......	.	Steel Beam and Concrete Bridge	May 19,'48	134,360	June 6,'49	Empire Construction Co.
18-B	H-314-3	U.S. 40	E. of Bynum Run	Aberdeen	5.170	Rein.f Conc. Widening & Resurfacing	May 20,'48	1,413,892	Jan. 7,'49	Rea Construction Co., Inc.
18-A	H-314-2	U.S. 40	E. of Balto. Co. Line	E. of Bynum Run	6.157	Reinf. Conc. Widening & Resurfacing	May 26,'48	1,642,483	Aug. 1,'49	Wilson Contracting Co., Inc.
4	B-470-2	......	Butler Road	......	1.181	Penetration Macadam Surfacing	June 9,'48	338,759	Apr. 23,'49	Thomas Bennett & Hunter
12	B-392-2	Wilkins Ave.Ext	Wilkins Ave.	Baltimore-Washington Bovd	3.170	Reinforced Concrete Surfacing	June 16,'48	2,021,174	Oct. 21,'49	John H. Ensey
14-A	B-579-1	U.S. 40	Martin Boulevard	E. of Cowenton Road	4.086	Reinf. Conc. Widening & Resurfacing	June 30,'48	1,210,864	June 20,'49	Carozza-Hamill & Co.
14-B	H-314-4 B-579-2	U.S. 40	E. of Cowenton Road	E. of Baltimore Co. Line	5.052	Reinf. Conc. Widening & Resulfracing	June 30,'48	1,519,504	Dec. 14,'48	C. J. Langenfelder & Son
7	B-332-2	FrancisAv.	Overpass of P.R.R. and Ap	proach	0.450	Steel I-Beam Bridge—Pen. Mac. Surf.	July 14,'48	719,883	May 9,'50	Whiting-Turner Contr. Co.
5	B-332-4	Sulpher Spring Rd	Underpass of P R R	......	......	Steel Girder Bridge	July 28,'48	455,801	Oct. 26,'49	A. S. Wikstrom
45-A	B-577-1	B/W Expwy	Baltimore City Line	Patapsco River	1.371	Dual Reinforced Surfacing	Aug. 25,'48	1,418,386	May 10,'50	Bero Engr. & Constr. Co.
52	B-578-2	U.S. 11	Timonium	Marble Hill Road	4.122	Grading & Drainage for Dual Hwy	Dec. 7,'48	1,116,171	May 26,'50	Dutcher Constr. Co.
	16			Total Projects Completed	41.319			12,996,075		
					1949	PROGRAM				
...	Ed-7-414	......	Bridges—District No. 4	......	.	Cleaning and Painting Bridges	Mar. 17,'49	12,784	Aug. 23,'49	C. Carafas Contr. Co.
118	B-589	U.S. 140	Baltimore City Line	Old Court Road	1.244	Spec. "B" Resurfacing				
119	B-590	Md. 126	Gwynn Oak Park	Windsor Mill Road	0.568	Spec. "B" Resurfacing	Apr. 7,'49	71,044	June 9,'49	Bituminous Constr. Co.
108	B-588	U.S. 1	Overlea Avenue	Neckar Avenue	2.860	Spec. "B" Resurfacing	Apr. 13,'49	136,776	June 28,'49	H. T. Campbell & Sons Corp.
....	H-269-3	......	Boothby Hill Overhead Bri	dge	....	Collision Railings	July 6,'49	3,027	Sept. 20,'49	J. Melvin Roberts
155	B-594-1	Md. 7	Baltimore City Line	Golden Ring Road	2.002	Spec. "B" Resurfacing				
168		U.S. 1	Baltimore City Line	Overlea Avenue	0.133	Spec. "B" Resurfacing	July 20,'49	99,818	Jan. 28,'50	Harry T. Campbell Sons
171	B-596	U.S. 140	Woodley Avenue	Westminster Pike	0.920	Spec. "B" Resurfacing				
172	B-597	Md. 141	York Road	Charles Street	0.880	Spec. "B" Resurfacing	Aug. 24,'49	67,184	Nov. 7,'49	Harry T. Campbell Sons
	6			Total Projects Completed	8.612			390,633		
					1950	PROGRAM				
194	B-601	U.S. 1	Neckar Avenue	Harford County Line	7.804	Spec. "B" Resurfacing	Mar. 1,'50	332,350	June 8,'50	Harry T. Campbell Sons
	24			GRAND TOTAL	57.765			14,023,373		

RECAPITULATION OF PROJECTS COMPLETED BY CLASSIFICATIONS

	1947		1948		1949		1950		TOTAL	
	Miles	Amount	Miles	Amount	Miles	Amount	Miles	Amount	Miles	Amount
Primary			34.578	12,314,447					34.578	12,314,147
Wid ning and Resurfacing			5.590	220,451	8.612	374,822	7.801	332,350	22.006	927,623
Secondary		304,315	1.181	338,759					1.181	643,074
Miscellaneous				122,418		15,811				138,229
Total Completed-24		304,315	41.349	12,996,075	8.612	390,633	7.801	332,350	57.765	14,023,373

MAINTENANCE REPORT

July 1, 1948 to June 30, 1949

Roadway Surfacing

Type of Work	Unit of Charge	Rigid J-K	Semi-Rigid I	Non-Rigid F,G,H,I	Untreated D-E
Patching	Sq. Yds.	53,115	28,553	94,250	—
Blading—Dragging	Miles	—	—	—	—
Jacking—Asphalt	Sq. Yds.	—	—	—	—
Jacking—Cement Slurry	Sq. Yds.	2,069	—	—	—
Resurfacing—Non Bituminous	Sq. Yds.	26,135	—	18,774	—
Joint and Crack Filling	Gals.	11,128	500	—	—
Oiling—Bituminous	Sq. Yds.	210,296	148,158	491,010	—

Shoulder Maintenance

Type of Work	Unit of Charge	Bitum.	Stabilized	Grass	Earth
Patching	Sq. Yds.	39,941	80,698	4,975	5,131
Blading—Dragging	Miles	—	474	352	31½
Sodding	Sq. Yds.	—	—	1,500	—
Mowing and Hand Cutting	Miles	—	—	4,583.40	—
Oiling—Bituminous	Sq. Yds.	110,050	145,814	—	—
Removal—Excess Material	Cu. Yds.	—	—	26,633	7,534

Maintenance—Bridges and Structures

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
Bridge Repairs	Number	46	—	—
Pipe and Box Culverts	Number	21	39	64
Curb and Gutter	Lin. Ft.	887	—	100
Catch Basins	Number	15	—	21
Spillways, Etc.	Number	6	1	3
Bitminous Rebutt	Lin. Ft.	—	—	100
Underdrain	Lin. Ft.	20	78	6,400

Guard Fence

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
New Fence	Lin. Ft.	9,657	7,671	7,619
Posts	Number	1,230	1,456	379
Cable	Lin. Ft.	—	4,289	5,874
Fittings	Number	63	387	66
Paint	Gals.	775	39	59

RIGHT-OF-WAY

Type of Work	Unit of Charge	Maintenance	
		Roadside	Park Area
Mowing, Clearing and Grubbing	Miles	1,075.45	—
Beautification	Sq. Yds.	225	12,396
Resetting Fence	Lin. Ft.	4,133	—
Removal of Debris	Truck Loads	853	120
Top-Soil	Cu. Yds.	58	428
Cutting Grass	Acres	—	1,016½
Trimming Trees	Number	1,163	—
Moving Equipment	Units	157	—
	Miles	8,957	—
Removal of Trees	Number	59	—

TRAFFIC SERVICE

Type of Work	Unit of Charge	Maintenance
Highway Markers	Number	11,280
Surface Guide Lines	Miles	403.50
Surface Marking, Schools R.R., Etc.	Number	419
Snow Removal	Inches Miles	29″—2,529.64 mi.
Ice Treatment	Cu. Yds.	1,742
Traffic Lights	Number	10
Snow Fence Erected and Dismantled	Lin. Ft.	196,750
Manual Traffic Count	Hours	1,952

DRAINAGE (CLEANING)

Type of Work	Unit of Charge	Maintenance
Ditching (New)	Lin. Ft.	101,951
Cleaning—Ditches	Lin. Ft.	290,843
Cleaning—Pipe Culverts	Number	756
Cleaning—Box Culverts	Number	40
Cleaning—Bridges	Number	97
Cleaning—Catch Basins	Number	218
Cleaning—Misc. Structures	Number	—
Riprapping	Sq. Yds.	161
Cleaning Curb and Gutter	Lin. Ft.	207,270

MAINTENANCE REPORT

July 1, 1949 to June 30, 1950

Roadway Surfacing

Type of Work	Unit of Charge	Rigid J–K	Semi-Rigid I	Non-Rigid F,G,H,I	Untreated D–E
Patching	Sq. Yds.	29,402	44,017	132,661	——
Blading—Dragging	Miles	——	——	——	——
Jacking—Asphalt	Sq. Yds.	——	——	——	——
Jacking—Cement Slurry	Sq. Yds.	——	——	——	——
Resurfacing—Non Bituminous	Sq. Yds.	448	——	345	——
Joint and Crack Filling	Gals.	17,409	——	——	——
Oiling—Bituminous	Sq. Yds.	34,933	61,870	351,161	——

Shoulder Maintenance

Type of Work	Unit of Charge	Bitum.	Stabilized	Grass	Earth
Patching	Sq. Yds.	40,621	17,849	5,420	8,312
Blading—Dragging	Miles	——	82.32	561	48.06
Sodding	Sq. Yds.	——	——	——	——
Mowing and Hand Cutting	Miles	——	——	3,985.69	——
Oiling—Bituminous	Sq. Yds.	175,120	78,366	15	——
Removal—Excess Material	Cu. Yds.	11,264	75	23,649	10,256

Maintenance—Bridges and Structures

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
Bridge Repairs	Number	34	——	——
Pipe and Box Culverts	Number	21	37	55
Curb and Gutter	Lin. Ft.	2,710	405	1,270
Catch Basins	Number	14	5	16
Spillways, Etc.	Number	1	19	1
Bituminous Rebutt	Lin. Ft.	400	60	30
Underdrain	Lin. Ft.	262	——	4,561

Guard Fence

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
New Fence	Lin. Ft.	41,632	14,499	3,612
Posts	Number	4,856	1,351	320
Cable	Lin. Ft.	5,492	11,208	2,696
Fittings	Number	486	969	179
Paint	Gals.	1,343	116	92.5
Removal of Fence	Lin. Ft.	665	——	——

RIGHT-OF-WAY

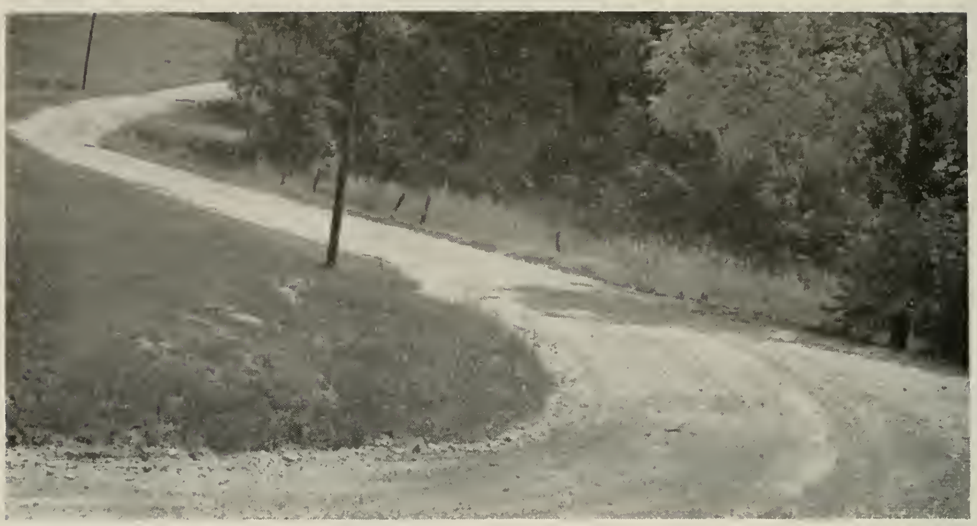
Type of Work	Unit of Charge	MAINTENANCE	
		Roadside	Park Area
Mowing, Clearing and Grubbing	Miles	76,737	7
Beautification	Sq. Yds.	—	1,860
Resetting Fence	Lin. Ft.	7,257	3
Removal of Debris	Truck Loads	777	312
Top-Soil	Cu. Yds.	—	24
Cutting Grass	Acres	173	1,137
Trimming Trees	Number	484	—
Moving Equipment	Units	140	—
	Miles	7,134	—
Removal of Trees	Number	32	—

TRAFFIC SERVICE

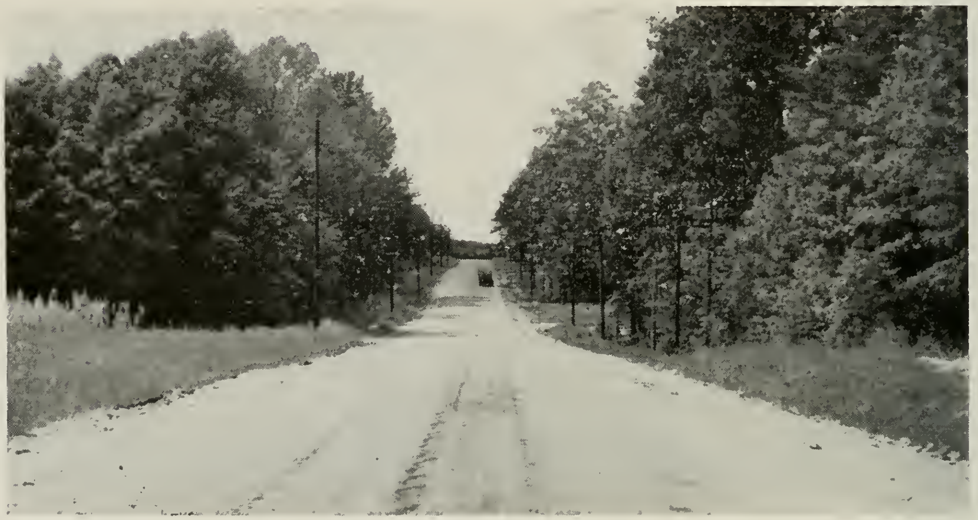
Type of Work	Unit of Charge	Maintenance
Painted Curb	Lin. Ft.	55,815
Highway Markers	Number	14,421
Surface Guide Lines	Miles	237.4
Surface Marking, Schools R.R., Etc.	Number	494
Snow Removal	Inches Miles	—
Ice Treatment	Cu. Yds.	283
Traffic Lights	Number	15
Snow Fence Erecting and Dismantled	Lin. Ft.	192,750
Manual Traffic Count	Hours	2,003

DRAINAGE (CLEANING)

Type of Work	Unit of Charge	Maintenance
Ditching (New)	Lin. Ft.	4,195
Cleaning—Ditches	Lin. Ft.	462,345
Cleaning—Pipe Culverts	Number	1,242
Cleaning—Box Culverts	Number	36
Cleaning—Bridges	Number	44
Cleaning—Catch Basins	Number	785
Cleaning—Misc. Structures	Number	—
Riprapping	Sq. Yds.	65
Cleaning Curb and Gutter	Lin. Ft.	235,022



TYPICAL SECTION BEFORE IMPROVEMENT



AFTER RECONSTRUCTION

LA PLATA—INDIAN HEAD ROAD—MD. ROUTE 225

DISTRICT NO. 5

Headquarters—Upper Marlboro, Maryland

JOSEPH CHANEY
District Engineer

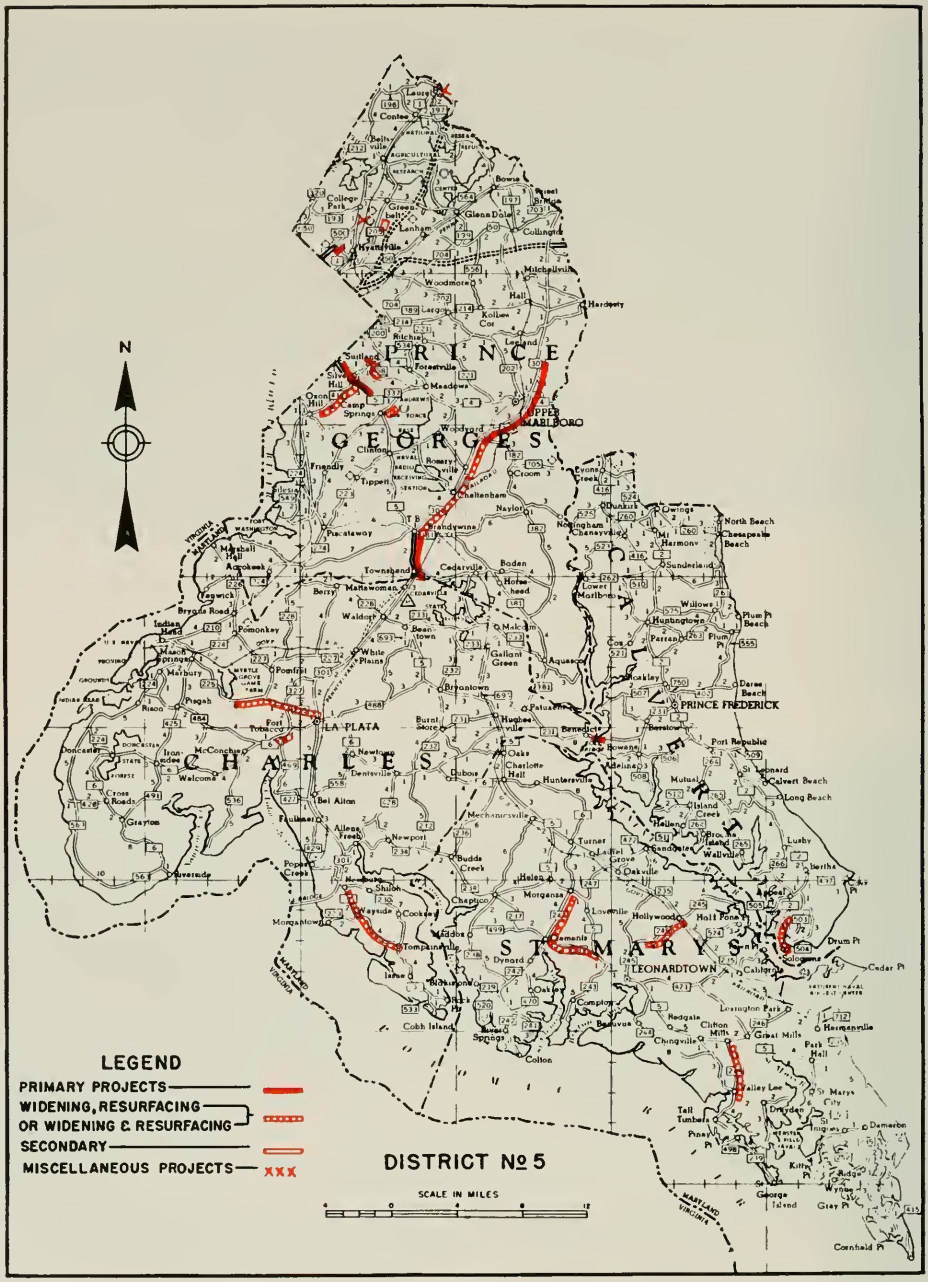
JOHN H. REEDER *Assistant District Engineer* Construction	KENNETH O. WEBB *Assistant District Engineer* Maintenance

CALVERT COUNTY
A. M. NOLL
Resident Maintenance Engineer

CHARLES COUNTY
W. A. FOWKE
Resident Maintenance Engineer

PRINCE GEORGE'S COUNTY
J. P. SMITH
Junior Assistant Highway Engineer

ST. MARY'S COUNTY
M. C. THOMPSON
Resident Maintenance Engineer



PLAT OF DISTRICT NO. 5—PROJECTS AWARDED FISCAL YEARS 1949-1950 —SUPERIMPOSED

DISTRICT NO. 5

This District is comprised of Calvert, Charles, Prince George's and St. Mary's Counties. Both State and County roads are maintained by Commission forces in Calvert, Charles and St. Mary's Counties—State roads only in Prince George's County.

A summary and brief description of the construction and maintenance activities, by Counties, during the period covered by this report, follow:

CALVERT COUNTY

State Roads—Construction

A section of Md. Route 261, 1.5 miles in length, from Chesapeake Beach toward the Naval Research Laboratory, was widened from 16 feet to 22 feet, and stabilized by State Roads Commission forces.

A section of Md. Route 2 through Prince Frederick, 0.88 mile in length, was widened to 27 feet and resurfaced with bituminous concrete by Prison Labor forces.

Prison Labor forces also widened and resurfaced with bituminous concrete a 4.3 mile section of Md. Route 2 from Sunderland south.

A 2.433 mile section of Md. Route 2 beginning south of Lusby and extending through Solomons Island, was graded, drained and surfaced with bituminous stabilized gravel. This completes the improvement of this route from the Anne Arundel County line to Solomons Island, with the exception of the Prince Frederick By-Pass, the construction of which will be completed in 1951.

Work is in progress on the steel beam bridge over the Patuxent River between Hallowing Point in Calvert County and Town Point in Charles County. The completion of this bridge, as a toll facility, is expected in October 1951.

State Roads—Maintenance

In addition to the normal maintenance, 25.71 miles were surface treated with bituminous material and covered with mineral aggregate.

County Roads—Construction

16.3 miles of County roads were graded to a width of 24 feet adequately drained, and surfaced with gravel for a width of 16 feet.

A 14 foot span treated bridge, 22 feet in width was constructed on the Pushaw Station Road.

County Roads—Maintenance

7.9 miles of road received initial bituminous surface treatment, and 19.7 miles were retreated.

CHARLES COUNTY

State Roads—Construction

A 3.379 mile section of Md. Route 563, between Chicamuxen and Riverside, surfaced with gravel, and including the construction of several bridges has been completed.

A 14 foot concrete box culvert over Clark's Run, 24 foot wide stabilized gravel approaches 0.33 mile in length, was constructed on Md. Route 6, east of LaPlata.

A dangerous curve and one way bridge on Md. Route 6 near Port Tobacco, were eliminated by the construction of a triple 30 foot span steel beam bridge, with a 0.567 mile section of bituminous stabilized gravel roadway.

A section of Md. Route 3 between Newburg and Tompkinsville, 5.923 miles long, was improved by grading, adequate drainage, modification of curves, and surfacing with bituminous stabilized gravel 24 feet wide.

Md. Route 225, from La Plata for a distance of 5.837 miles toward Indian Head was reconstructed with 24 foot wide bituminous stabilized gravel.

State Roads—Maintenance

The Potomac River Bridge at Ludlow's Ferry was cleaned and painted and scour protection placed at Piers 10, 11 and 19.

133.08 miles of road received bituminous surface treatment.

County Roads—Construction

9.95 miles of County roads were graded to a width of 26 feet and surfaced with gravel for an 18 foot width.

County Roads—Maintenance

In addition to general maintenance 19.95 miles of road were retreated with bituminous material, with mineral aggregate cover.

PRINCE GEORGE'S COUNTY

State Roads—Construction

The Queens Chapel Road, Md. Route 500, was relocated between the Northwest Branch of the Anacostia River and Hyattsville, for a distance of 0.54 mile, with a connection to the Ager Road. This will become one lane of an ultimate dual highway.

Md. Route 410, between Hyattsville and Takoma Park, was widened and resurfaced, for a distance of 3.838 miles, with bituminous concrete. Included in this contract was the improvement, with the same type of construction of a 0.962 mile section of Md. Route 202 from the Defense Highway toward Landover.

The initial stage of construction of a relocation of U. S. Route 301, 7.24 miles long, by-passing Upper Marlboro to the south, is being completed. The bituminous stabilized gravel surfacing constructed under this contract will be supplemented with a surfacing of bituminous concrete. This improvement includes the construction of a triple span steel beam bridge over Western Branch.

The adjoining section of U. S. Route 301 from the end of the above improvement to T. B., a distance of 6.43 miles, has been widened and resurfaced with bituminous concrete.

The widening and resurfacing of a 0.959 mile section of the Suitland Road completes this facility as a 36 foot wide highway between the D. C. Line and Suitland.

Md. Route 327 from Camp Springs to Andrews Field was widened and resurfaced for a distance of 0.756 mile.

Two double 15 foot by 10 foot culverts, over two branches of Briar Ditch, replacing a bridge washed out in 1948, are under construction. The approaches, 0.43 mile in length, eliminate several dangerous curves.

An 18 foot by 9 foot reinforced concrete box culvert was constructed across the Baltimore-Washington Boulevard at Wells Parkway in Riverdale, replacing an inadequate structure.

A 0.274 mile section of Irving Street, in Laurel, has been surfaced with bituminous stabilized gravel.

Md. Route 414, from Gordon's Corner to the Washington-Indian Head Road, a distance of 3.218 miles, has been widened and resurfaced with bituminous concrete.

Two sections of dual highway along relocated Md. Route 5, one from the D. C. Line to Woods Corner, 3.153 miles long, and one from T. B. to Charles County Line, 3.388 miles in length, are under construction. The latter improvement includes an overpass carrying southbound traffic on U. S. Route 301 over Md. Route 5 at T. B.

Intersections at Md. Route 650 and Sligo Parkway, Md. Route 4 and Md. Route 337, Md. Route 214 and Md. Route 389, Md. Route 500, Md. Route 501 and Md. Route 205 at U. S. Route 50, were improved by State Forces by the construction of an additional traffic lane.

The resurfacing of Md. Route 5 from Clinton to T. B., for 5.0 miles, and Md. Route 564 from Seabrook to Bowie, was accomplished with Prison Labor forces.

Prison Labor forces also widened and resurfaced existing Md. Route 5 between D. C. Line and Clinton, 5.0 miles in length, and Md. Route 212 from Pisgah Church Road toward Beltsville, for a distance of 2.59 miles.

State Roads—Maintenance

54.82 miles were retreated with bituminous material, with a mineral aggregate cover.

A dangerous curve at Floral Park was skid-proofed with bituminous concrete.

Hills Bridge over the Patuxent River between Prince George's and Anne Arundel Counties was repainted.

A bad drainage condition along the west shoulder of the Baltimore-Washington Boulevard at Muirkirk, was relieved by the placing of 300 feet of 36 inch pipe.

ST. MARY'S COUNTY

State Roads—Construction

The improvement of Md. Route 245 between Leonardtown and Hollywood was completed by the construction of a 2.992 mile section adjacent to Hollywood.

Md. Route 242, between Morganza and Clements, a distance of 4.205 miles, is being graded and drained and surfaced with bituminous stabilized gravel. Numerous dangerous horizontal and vertical curves are being modified.

Also under construction is a 3.449 mile section of Md. Route 237 between Md. Route 5 and Clements. A triple span steel beam bridge over "Head of the Bay" at Clements is included in this improvement.

Three sections of road in Leonardtown, Md. Route 5, for 300 feet, Washington Street, Md. Route 326, for a length of 0.30 mile, have been widened to improve traffic conditions in that town.

A culvert on the Valley Lee Road, replacing a structure washed out in a flash flood, has been completed.

State Roads—Maintenance

Metal structures at several locations have been cleaned and painted.

In addition to normal maintenance, 56.46 miles, of road have been retreated with bituminous material and mineral aggregate cover.

County Roads—Construction

10.38 miles of County road were adequately graded, drained, and surfaced with gravel 16 feet in width.

County Roads—Maintenance

Initial bituminous surface treatment was completed for 20.0 miles, and 44.64 miles were retreated.

Tables showing data pertaining to road construction contracts awarded; projects completed; and maintenance reports for the period July 1, 1948 to June 30, 1950, follow:

Project No.	Contract No.	LOCATION				Description of Project
		Route No.	From	To	Miles	
						PRIMARY PROJECTS JULY 1, 1948 TO JUNE 30, 1949
17	P-519-1	U.S. 301	Marlboro By-Pass		7.245	Bit. Stab. Gravel Surfacing
17-A	P-519-2	U.S. 301	Bridge over Western Run	Marlboro By-Pass	Br.	Steel Beam and Concrete Bridge
11	P-522-1	Md. 500	Northwest Branch	Hyattsville	0.600	Reinforced Concrete Surfacing
				Total—'48—'49	7.845	
						JULY 1, 1949 TO JUNE 30, 1950
	C-184-3					
60	Ch-253-3	Md. 231	Bridge over Patuxent River		Br.	Steel I-Beam Bridge Complete
	P-391-2	Md. 5				
57	Ch-257-1	U.S. 301	T. B.	0.274 mi. S. Chas. Co. Li.	3.388	Gravel Spec. "B" Surfacing
37	P-391-1	Md. 5	D. C. Line	Wood's Corner	3.153	Reinforced Concrete Dual Highway
				Total—'49—'50	6.541	
	6			TOTAL PRIMARY	14.386	
						WIDENING AND RESURFACING JULY 1, 1948 TO JUNE 30, 1949
77	Ch-261-1	Md. 6	Reloc. at Clark's Run		0.330	Gravel Surfacing
76	Ch-262-2	Md. 6	Bridge over Port Tobacco Creek		Br.	Steel I-Beam Bridge
70	C-195	Md. 6	Solomans	Toward Lusby	2.443	Gravel Surf. Bit. Stab. Base Course
76-A	Ch-262-1	Md. 6	Md. 327	Twd. Mc Conchie	0.567	Gravel Surfacing
71	Ch-264-1	Md. 3	Newburg	Tompkinsville	5.923	Gravel Surf. Bit. Stab. Base Course
111	P-648	Md. 202	U.S. 50	Toward Landover	0.962	
112		Md. 410	Queen Chapel Road	Riggs Road	2.876	Spec. "B" Resurfacing
113		Md. 410	Riggs Road	New Hampshire Ave.		
114		Md. 410	New Hampshire Ave.	Takoma Park		
115		Md. 410	Hamilton Street	University Drive		
125	P-649	U.S. 301	Marlboro By-Pass	T. B.	6.430	Spec. "B" Widening and Resurfacing
83	Sm-286-1	Md. 242	Morganza	Clements	4.205	Gravel Surf. Bit. Stab. Base
				Total—'48—'49	22.774	
						JULY 1, 1949 TO JUNE 30, 1950
134	P-596-1	Md. 218	0.7 mi. S.E. D.C. Line	Md. 458	0.959	Pen. Mac. Widening and Drainage
133	Sm-281-5	Md. 245	2.3 mi. N.E. Leonardtown	Hollywood	2.992	Gravel Surfacing
72	Ch-265-1	Md. 255	La Plata	Twd. Indian Head	5.899	Gravel Surface. Bit. Stab.
131	P-646-1	Md. 205	Culverts over Brier Ditch	and Branch	0.430	Reinforced Concrete Box Culverts
144	P-658	Md. 414	Gordon's Cor. (Md 5)	Md. 224	3.918	Pen. Mac. and Gravel Widen Spec. "B" Surf.
143	P-666	Md. 337	Md. 5	Twd. Andrews Field	0.755	Spec. "B" Widen and Resurface
84	Sm-287-1	Md. 237	Clements	Md. 5	3.432	Gravel and Bit. Stab. Base Course
82	Sm-288-1	Md. 249	Md. 5 (Calloway)	Md. 244 (Valley Lee)	3.578	Gravel and Bit. Stab. Base Course
				Total—'49—'50	21.963	
	16		TOTAL WIDENING AND RESURFACING		44.737	
						SECONDARY JULY 1, 1948 TO JUNE 30, 1949
	P-577	Swan Rd.	Md. 458	Mayhew Road	1.356	Gravel Surfacing
	1			TOTAL SECONDARY	1.356	
						MISCELLANEOUS JULY 1, 1948 TO JUNE 30, 1949
	P-593-1	U.S. 1	B/W Blvd. at Wells Parkway			Culvert
	Ed-27-514		Bridges in Charles & St. Mary's Co.			Cleaning and Painting Bridges
				Total—'48—'49		
						JULY 1, 1949 TO JUNE 30, 1950
	P-452-7	Irving St. Laurel	Lafayette Avenue	Md. 602	0.274	Gravel Surface
	3			TOTAL MISCELLANEOUS	0.274	
			6—Primary		14.386	
			16—Widening and Resurfacing		44.737	
			1—Secondary		1.356	
			3—Miscellaneous		0.274	
				GRAND TOTAL	60.753	

JULY 1, 1948 TO JUNE 30, 1950—DISTRICT NO. 5

Engineer's Estimate	Contract Cost	Date Advertised	Bids Opened	Date of Award	Amount Authorized Incl. R/W and Contract	Date of Notice To Proceed	Date Started	Contractor	Date Completed or Percent Completed as of June 30, 1950
1,184,383	932,124	Sept. 14,'48	Sept. 28,'48	Oct. 6,'48	1,196,943	Nov. 3,'48	Nov. 8,'48	C. J. Langenfelder & Sons	92.0
96,000	89,735	Sept. 18,'48	Oct. 19,'48	Nov. 4,'48	103,195	May 18,'49	June 6,'49	Allied Contractors, Inc.	94.0
320,625	353,569	July 13,'48	July 27,'48	Jan. 13,'49	506,604	Apr. 15,'49	Apr. 21,'49	Wilmuth Paving Company	12-17-49
1,601,008	1,375,428				1,806,742				
1,768,446	1,742,744	Nov. 22,'49	Dec. 20,'49	Dec. 21,'49	2,029,155	Jan. 16,'50	May 8,'50	Diamond Construction Co.	7.0
1,194,506	1,124,748	Dec. 6,'49	Dec. 28,'49	Dec. 28,'49	1,693,461	July 3,'50		Bero Engr. & Constr. Co.	0
992,918	873,068	Nov. 22,'49	Dec. 20,'49	May 24,'50	1,504,028	June 12,'50		Rea Construction Co.	0
3,956,870	3,740,560				5,226,644				
5,557,878	5,115,988				7,033,386				
58,000	61,261	Sept. 21,'48	Oct. 5,'48	Nov. 4,'48	71,950	Nov. 17,'48	Nov. 27,'48	J. D. Sheetz Constr. Co.	8-12-49
46,058	43,615	Sept. 14,'48	Oct. 5,'48	Nov. 17,'48	50,157	Mar. 24,'49	Apr. 7,'49	J. D. Sheetz Constr. Co.	8-12-49
90,285	86,124	Aug. 17,'48	Aug. 31,'48	Dec. 1,'48	103,042	Jan. 17,'49	Jan. 21,'49	F. P. Asher, Jr. & Sons	8- 5-49
68,531	68,797	Dec. 7,'48	Dec. 21,'48	Jan. 4,'49	84,117	Jan. 11,'49	Jan. 17,'49	F. P. Asher, Jr. & Sons	10- 1-49
450,207	360,858	Dec. 14,'48	Dec. 28,'48	Jan. 4,'49	434,987	Jan. 27,'49	Feb. 2,'49	T. Edgie Russell	5- 5-50
192,715	178,303	Mar. 8,'49	Mar. 22,'49	Apr. 7,'49	205,048	Apr. 20,'49	Apr. 25,'49	Amer. Asphalt Prod. Co.	8-25-49
117,740	96,235	Apr. 12,'49	May 3,'49	May 4,'49	110,671	May 27,'49	June 13,'49	Highway Constr. Co.	9-30-49
350,582	298,047	May 3,'49	May 24,'49	June 29,'49	387,753	July 18,'49	July 18,'49	F. P. Asher, Jr. & Sons	97.0
1,374,118	1,193,240				1,447,725				
14,465	44,145	June 14,'49	June 28,'49	July 13,'49	51,767	July 25,'49	Sept. 8,'49	McGuire & Rolfe, Inc.	4-27-50
250,340	185,768	July 12,'49	July 26,'49	Aug. 17,'49	243,633	Aug. 22,'49	Aug. 25,'49	Empure Construction Co.	4-13-50
391,819	300,656	July 19,'49	Aug. 2,'49	Aug. 24,'49	398,254	Sept. 1,'49	Sept. 9,'49	F. P. Asher & Sons	89.0
125,338	137,587	July 26,'49	Aug. 9,'49	Dec. 7,'49	163,225	Dec. 19,'49	Dec. 19,'49	Waco Construction Co.	62.0
354,485	373,635	Nov. 29,'49	Dec. 20,'49	Dec. 28,'49	559,680	Feb. 15,'50	Feb. 16,'50	F. P. Asher Jr. & Sons	98.0
36,884	30,930	Feb. 7,'50	Feb. 28,'50	Mar. 1,'50	35,570	Mar. 13,'50	Mar. 27,'50	McGuire & Rolfe, Inc.	4-21-50
351,375	301,731	Mar. 21,'50	Apr. 11,'50	May 18,'50	396,990	May 25,'50	May 31,'50	F. P. Asher & Sons	20.6
288,250	220,555	Apr. 18,'50	May 9,'50	June 14,'50	303,638	June 28,'50		J. O. & C. M. Stuart, Inc.	0
1,845,956	1,595,007				2,152,757				
3,220,074	2,788,247				3,600,482				
58,618	50,993	Nov. 1,'48	Nov. 16,'48	Feb. 10,'49	56,092	Feb. 28,'49	Mar. 3,'49	Eugene Chaney	7-28-49
58,618	50,993				56,092				
41,290	35,263	Aug. 10,'48	Aug. 31,'48	Oct. 6,'48	41,952	Nov. 1,'48	Mar. 14,'49	Whittington & Brown	9- 1-49
9,000	3,398	Mar. 1,'49	Mar. 15,'49	Mar. 17,'49	3,907	Apr. 7,'49	Apr. 19,'49	C. Carafas Contr. Co.	5-19-49
50,290	38,661				45,859				
15,853	11,744	Mar. 28,'50	Apr. 18,'50	Apr. 26,'50	11,506	May 11,'50	May 18,'50	Waco Contr. Co.	90.0
66,143	50,405				60,365				
5,557,878 3,220,074 58,618 66,143	5,115,988 2,788,247 50,993 50,405				7,033,386 3,600,482 56,092 60,365				
8,902,713	8,005,633				10,750,325				

DOLLAR VALUE OF CONTRACTS COMPLETED JULY 1, 1948—JUNE 30, 1950
DISTRICT NO. 5

Project No.	Contract No.	LOCATION			Miles	Description of Project	Date Authorized	Amount Authorized	Date Completed	Contractor
		Route	From	To						
					1947	PROGRAM				
	Ch-249-1	Md. 563	Chicamuxen	Riverside	3.379	Gravel Surfacing	May 1,'47	215,663	Dec. 18,'48	Robert L. Oates
	P-560		Woodyard Road		1.442	Gravel Surfacing	Sept. 11,'47	41,717	Nov. 27,'48	R. H. Houghton, Inc.
	SM-283-1	Md. 249	Piney Point Road			Construction of Bridge	Oct. 2,'47	23,185	Nov. 11,'48	R. H. Houghton, Inc.
	P-562		Wheeler Road		0.914	Gravel Surfacing	Oct. 9,'47	7,788	July 8,'48	James Gibbons
	P-603	Md. 500	Queen's Chapel Road at D.	C. Line		Channelization	Oct. 9,'47	77,101	Oct. 21,'48	Corson & Gruman
	P-572		Hopkins Farm Road		0.404	Gravel Surfacing	Oct. 23,'47	14,224	Sept. 16,'48	F. L. Houser
	P-573		Telegraph Road		0.999	Gravel Surfacing	Nov. 14,'47	29,164	Aug. 25,'48	F. P. Asher Jr. & Son
	7			Total Projects Completed	7.138			411,842		
					1948	PROGRAM				
	P-571	Dr. Fox s Road	B/W Boulevard	Powder Mill Road	0.522	Gravel Surfacing	Jan. 21,'48	22,834	July 29,'48	Wm. A. Harting
12	AA-391									
17	C-190	Md. 416	Wayson s Corner	Sunderland	12.750	Spec. "B" Resurfacing	Feb. 10,'48	171,171	Spet. 2,'48	McGuire & Rolfe
42										
43	P-634	U.S. 301	Priest Bridge	Marlboro	13.400	Spec. "B" Resurfacing	Feb. 25,'48	159,149	July 7,'48	Bituminous Constr. Co.
16	Ch-258	U.S. 301	S. of Mattawoman Creek	Lyon s Corner	8.170	Spec. "B" Resurfacing	Mar. 31,'48	187,796	Aug. 3,'48	Eastern Highways Corp.
	Ch 124-12	U.S. 301	Bridge over Potomac River	at Newburg		Cleaning and Painting Bridge	Apr. 29,'48	95,151	Oct. 28,'48	Central Contracting Co.
68	P-636	Md. 4	W. End Camp Spring Reloc.	Forestville	3.300	Spec. "B" Widening and Resurfacing	May 6,'48	115,714	Oct. 4,'48	McGuire & Rolfe
	SM-281-1	Md. 245	Leonardtown	Toward Hollywood	2.301	Bituminous Stabilization	June 16,'48	55,482	Oct. 11,'48	E. Stewart Mitchell
	P-593-1	U.S. 1	B/W Blvd at Wells Parkway			Culvert	Oct. 6,'48	41,952	Sept. 1,'49	Whittington & Brown
77	Ch-261-1	Md. 6	Relocation at Clark's Run		0.330	Gravel Surfacing	Nov. 4,'48	71,950	Aug. 12,'49	J. D. Sheetz Constr. Co.
76	Ch-262-2	Md. 6	Bridge over Port Tobacco	Creek		Steel I-Beam Bridge	Nov. 17,'48	50,157	Aug. 12,'49	J. D. Sheetz Constr. Co.
70	C-195	Md. 2	Solomons	Toward Lusby	2.413	Gravel Surf—Bit. Stab. Base Course	Dec. 1,'48	103,042	Aug. 5,'49	F. P. Asher & Jr. Sons
71	Ch-264-1	Md. 3	Newburg	Tompkinsville	5.923	Gravel Surf.—Bit. Stab. Base Course	Jan. 4,'49	434,987	May 5,'50	T. Edgie Russell
76-A	Ch-262-1	Md. 6	Md. 237	Toward McConchie	0.567	Gravel Surfacing	Jan. 4,'49	84,117	Oct. 1,'49	F. P. Asher Jr. & Sons
11	P-522-1	Md. 500	Northwest Branch	Hyattsville	0.600	Reinforced Concrete Surfacing	Jan. 13,'49	506,604	Dec. 17,'49	Wilmoth Pacing Company
	P-577	Swan Rd.	Md. 458	Mayhew Road	1.356	Gravel Surfacing	Feb. 10,'49	56,092	July 28,'49	Eugene Chaney
	15			Total Projects Completed	51.662			2,156,231		
					1949	PROGRAM				
	Ed-27-514		Bridges—District No. 5			Cleaning and Painting Bridges	Mar. 17,'49	3,907	May 19,'49	C. Carafas Contr. Co.
111		Md. 202	U. S. 50	Toward Landover						
112		Md. 410	Queen's Chapel Road	Riggs Road						
113	P-648	Md. 410	New Hampshire Ave	Takoma Park	2.876	Spec. "B" Resurfacing	Apr. 7,'49	205,018	Aug. 25,'49	Amer. Asphalt Products Co.
114		Md. 410	Hamilton Street	University Drive						
115		Md. 410	Riggs Road	New Hampshire Ave.						
125	P-649	U.S. 301	Marlboro Bypass	T. B.	6.430	Spec. "B" Widening and Resurfacing	May 4,'49	110,671	Sept. 30,'49	Highway Construction Co.
134	P-569-1	Md. 218	0.7 mi. S. E. of D. C. Line	Md. 458	0.959	Pen. Mac. Widening and Drainage	July 13,'49	51,767	Apr. 27,'50	McGuire & Rolfe
133	SM-281-5	Md. 245	2.3 mi. N. E. Leonardtown	Hollywood	2.992	Gravel Surfacing	Aug. 17,'49	243,633	Apr. 13,'50	Empire Construction Co.
	5			Total Projects Completed	13.257			615,026		
					1950	PROGRAM				
143	P-666	Md. 337	Md. 5	Toward Andrews Field	0.755	Spec. "B" Widening and Resurfacing	Mar. 1,'50	35,570	Apr. 21,'50	McGuire & Rolfe
	28			GRAND TOTAL	72.812			3,218,669		

RECAPITULATION OF PROJECTS COMPLETED BY CLASSIFICATIONS

	1947		1948		1949		1950		TOTAL	
	Miles	Amount	Miles	Amount	Miles	Amount	Miles	Amount	Miles	Amount
Primary			0.600	506,604					0.600	506,604
Widening and Resrlacing			49.184	1,133,595	13.257	611,119	0.755	35.570	63.196	2,080,284
Secondary	7.138	311,556	1.878	78,926					9.016	390,482
Miscellaneous		100,286		137,106		3,907				241,299
Total Completed 28	7.138	411,812	51.662	2,156,231	13.257	615,026	0.755	35,570	72.812	3,218,669

MAINTENANCE REPORT

July 1, 1948 to June 30, 1949

ROADWAY SURFACING

Type of Work	Unit of Charge	Rigid J–K	Semi-Rigid I	Non-Rigid F,G,H,I	Untreated D–E
Patching	Sq. Yds.	24,587	91,959	274,204	22,278
Blading—Dragging	Miles	—	—	—	329
Jacking—Asphalt	Sq. Yds.	—	—	—	—
Jacking—Cement Slurry	Sq. Yds.	760	—	—	—
Resurfacing—Non Bituminous	Sq. Yds.	1,774	—	—	—
Joint and Crack Filling	Gals.	6,791	23,340	—	—
Oiling—Bituminous	Sq. Yds.	—	43,460	755,837	—
Bituminous Base Repairs	Sq. Yds.	—	3,925	—	1,650

SHOULDER MAINTENANCE

Type of Work	Unit of Charge	Bitum.	Stabilized	Grass	Earth
Patching	Sq. Yds.	35,893	19,658	—	278,771
Blading—Dragging	Miles	—	370	404	4,642.5
Sodding	Sq. Yds.	—	—	—	—
Mowing and Hand Cutting	Miles	—	—	930	—
Oiling—Bituminous	Sq. Yds.	—	—	—	14,585
Removal—Excess Material	Cu. Yds.	—	—	74	35,756

MAINTENANCE—BRIDGES AND STRUCTURES

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
Bridge Repairs	Number	4	—	1 painted
Pipe and Box Culverts	Number	6	—	288
Curb and Gutter	Lin. Ft.	—	—	7,720
Catch Basins	Number	5	—	—
Spillways, Etc.	Number	—	—	—
Bituminous Rebutt	Lin. Ft.	—	—	2,175
Underdrain	Lin. Ft.	—	—	312
Pipe and Box Culverts	Lin. Ft.	—	—	430′—24″ pipe

GUARD FENCE

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
New Fence	Lin. Ft.	18,452	5,316	—
Posts	Number	1,616	404	—
Cable	Lin. Ft.	17,807	2,040	1,000
Fittings	Number	4,901	42	62
Paint	Gals.	1,013	120	—

470 tons sand stockpiled for ice treatment.
480 tons pea gravel stockpiled for patching.

RIGHT-OF-WAY

Type of Work	Unit of Charge	MAINTENANCE	
		Roadside	Park Area
Mowing, Clearing and Grubbing	Miles	1,841.50	—
Beautification	Sq. Yds.	461	—
Resetting Fence	Lin. Ft.	—	—
Removal of Debris	Truck Loads	926	—
Top-Soil	Cu. Yds.	—	—
Cutting Grass	Acres	—	—
Trimming Trees	Number	3	—
Moving Equipment	Units	243	—
	Miles	7,375	—

TRAFFIC SERVICE

Type of Work	Unit of Charge	Maintenance
Navigation Lights	Number	2
Highway Markers	Number	8,152
Surface Guide Lines	Miles	349.2
Surface Markings, Schools R.R., Etc.	Number	307
Snow Removal	Inches Miles	8½"—1,202 mi.
Ice Treatment	Cu. Yds.	987
Traffic Lights	Number	—
Snow Fence Erecting and Dismantled	Lin. Ft.	85,440
Manual Traffic Count	Hours	971
High Water	Hours	1,101

DRAINAGE (CLEANING)

Type of Work	Unit of Charge	Maintenance
Ditching (New)	Lin. Ft.	18,851
Cleaning—Ditches	Lin. Ft.	603,981
Cleaning—Pipe Culverts	Number	2,810
Cleaning—Box Culverts	Number	182
Cleaning—Bridges	Number	2
Cleaning—Catch Basins	Number	430
Cleaning—Misc. Structures	Number	4
Riprapping	Sq. Yds.	—

MAINTENANCE REPORT

July 1, 1949 to June 30, 1950

ROADWAY SURFACING

Type of Work	Unit of Charge	Rigid J–K	Semi-Rigid I	Non-Rigid F,G,H,I	Untreated D–E
Patching	Sq. Yds.	16,934	65,622	75,109	17,380
Blading—Dragging	Miles	—	—	—	1,018
Jacking—Asphalt	Sq. Yds.	—	—	—	—
Jacking—Cement Slurry	Sq. Yds.	—	—	—	—
Resurfacing—Non Bituminous	Sq. Yds.	—	—	—	17,403
Joint and Crack Filling	Gals.	1,760	8,750	1,200	—
Oiling—Bituminous	Sq. Yds.	—	—	74,062	—

SHOULDER MAINTENANCE

Type of Work	Unit of Charge	Bitum.	Stabilized	Grass	Earth
Patching	Sq. Yds.	12,180	22,965	—	225,664
Blading—Dragging	Miles	—	766.23	161	3,725.52
Sodding	Sq. Yds.	—	—	—	—
Mowing and Hand Cutting	Miles	—	—	1,581	—
Oiling—Bituminous	Sq. Yds.	97,961	1,760	—	—
Removal—Excess Material	Cu. Yds.	—	—	—	25,021

MAINTENANCE—BRIDGES AND STRUCTURES

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
Bridge Repairs	Number	2	—	—
Pipe and Box Culverts	Number	3	—	59
Curb and Gutter	Lin. Ft.	—	—	430
Catch Basins	Number	11	—	2
Spillways, Etc.	Number	—	—	—
Bituminous Rebutt	Lin. Ft.	180	—	1,164
Underdrain	Lin. Ft.	—	—	—

GUARD FENCE

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
New Fence	Lin. Ft.	12,115	1,311	—
Posts	Number	804	365	42
Cable	Lin. Ft.	8,206	925	32
Fittings	Number	969	41	—
Paint	Gals.	350	26	—

Right-of-Way

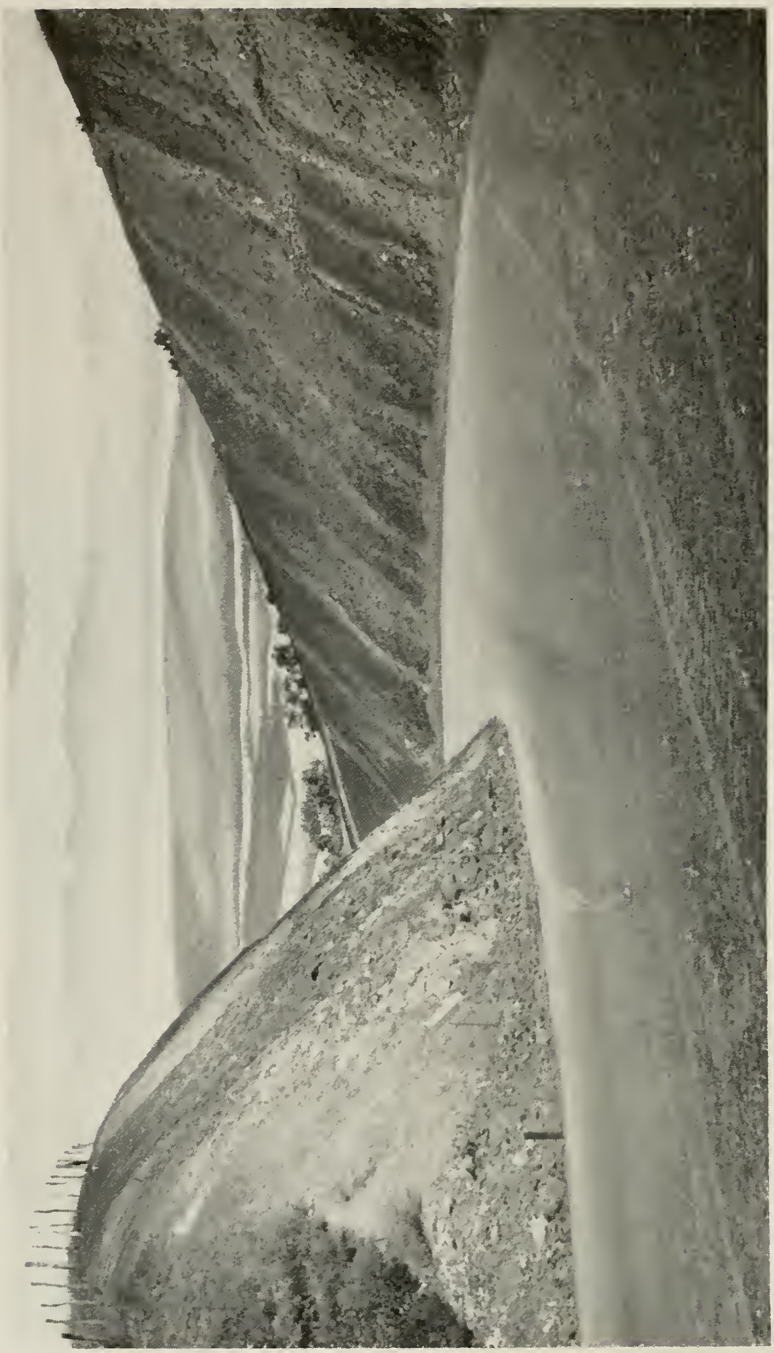
Type of Work	Unit of Charge	Maintenance	
		Roadside	Park Area
Mowing, Clearing and Grubbing	Miles	4,481.10	—
Beautification	Sq. Yds.	—	—
Resetting Fence	Lin. Ft.	—	—
Removal of Debris	Truck Loads	1,717	—
Top-Soil	Cu. Yds.	—	—
Cutting Grass	Acres	3	9
Trimming Trees	Number	83	—
Moving Equipment	Units	215	—
	Miles	5,174	—
Trees Removed	Number	5	—

Traffic Service

Type of Work	Unit of Charge	Maintenance
High Water	Hours	110
Highway Markers	Number	7,121
Surface Guide Lines	Miles	232.8
Surface Marking, Schools R.R., Etc.	Number	299
Snow Removal	Inches Miles	8½″—1,038 mi.
Ice Treatment	Cu. Yds.	954
Traffic Lights	Number	5
Snow Fence Erecting and Dismantled	Lin. Ft.	111,134
Manual Traffic Count	Hours	782

Drainage (Cleaning)

Type of Work	Unit of Charge	Maintenance
Ditching (New)	Lin. Ft.	13,404
Cleaning—Ditches	Lin. Ft.	579,250
Cleaning—Pipe Culverts	Number	2,448
Cleaning—Box Culverts	Number	254
Cleaning—Bridges	Number	13
Cleaning—Catch Basins	Number	589
Cleaning—Misc. Structures	Number	—
Riprapping	Sq. Yds.	—
High Water	Hours	120



RELOCATION OF U. S. ROUTE 40 OVER SIDELING HILL MOUNTAIN LOOKING WEST FROM A POINT NEAR THE TOP OF MOUNTAIN

DISTRICT NO. 6

Headquarters—Cumberland, Maryland

G. BATES CHAIRES
District Engineer

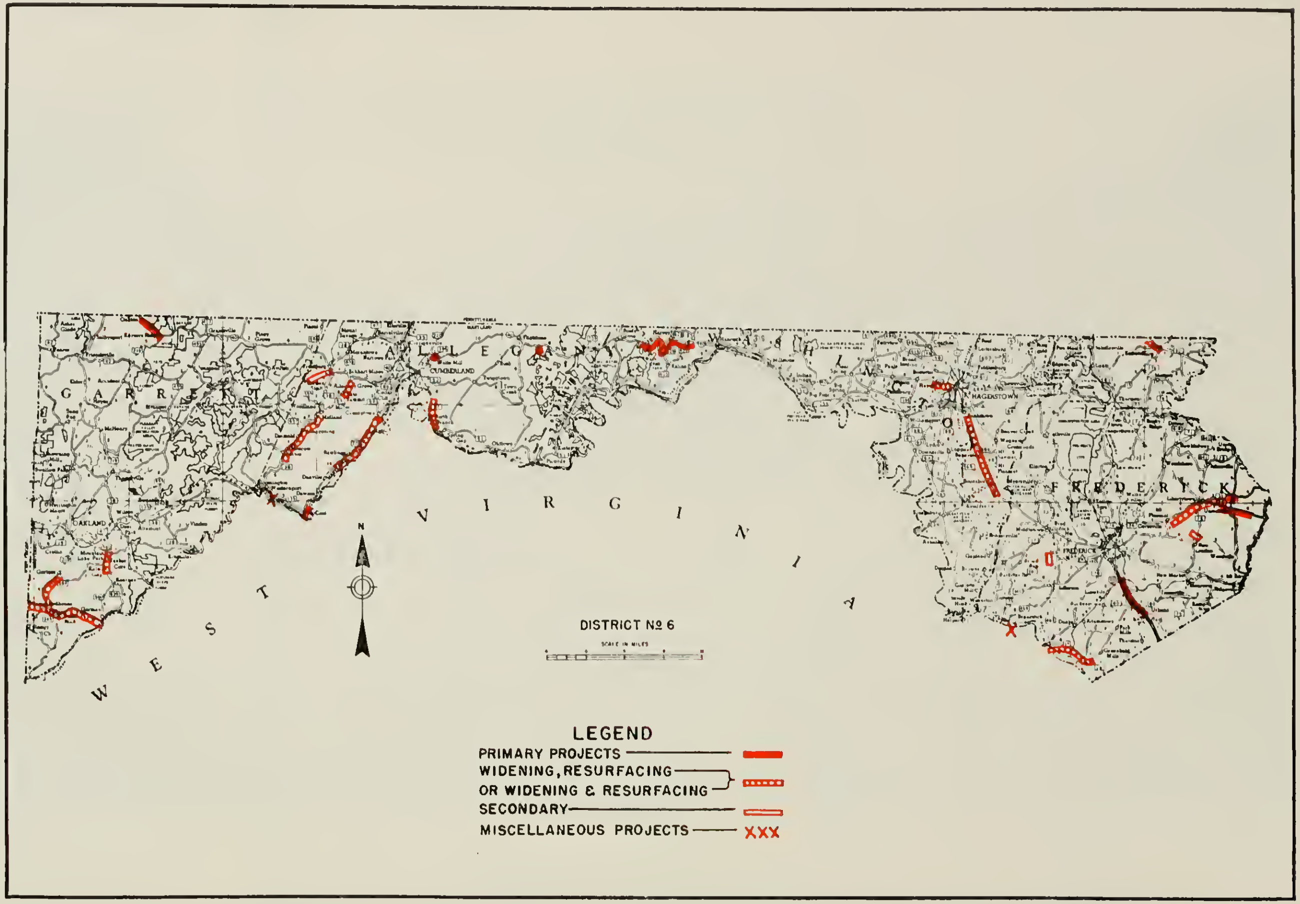
J. CARTER SHRYOCK	R. E. L. PUTMAN
Assistant District Engineer	*Assistant District Engineer*
Construction	Maintenance

GARRETT COUNTY
HAROLD E. ROOK
Junior Assistant Highway Engineer

ALLEGANY COUNTY
GEORGE B. HALE
Resident Maintenance Engineer

WASHINGTON COUNTY
RALPH T. THAYER
Junior Assistant Highway Engineer

FREDERICK COUNTY
THOMAS G. MOHLER
Junior Assistant Highway Engineer



PLAT OF DISTRICT NO. 6—PROJECTS AWARDED FISCAL YEARS 1949-1950 SUPERIMPOSED

DISTRICT NO. 6

This District comprises Garrett, Allegany, Washington, and Frederick Counties—all located in Western Maryland, in generally very rolling or mountainous terrain. A summary and brief description of the construction and maintenance activities carried out in this District, by Counties, for the fiscal years 1949 and 1950 follow:

GARRETT COUNTY

Construction

One of the major improvements completed was the reconstruction of U. S. Route 219, from Oakland north towards Keysers Ridge, for a distance of 4.35 miles.

U. S. Route 50, the Northwestern Pike, from the West Virginia Line west of Red House to the West Virginia Line at Gormania, was widened with concrete and resurfaced for its entire length, a distance of 9.10 miles, with bituminous concrete.

U. S. Route 219, from Gortner south to Red House, for a distance of 4.10 miles, was widened, generally rehabilitated, and resurfaced with bituminous concrete for its entire length.

On Md. Route 560, between Loch Lynn and Gorman, the previously graded and stabilized road was surfaced with penetration macadam for a length of 2.76 miles.

The placing of a sidewalk along one side, painting and gunite repairs to the bridge over the B. & O. Railroad in the Town of Oakland, and the gunite repairs to the bridge over the B. & O. Railroad tracks at Altamont have been completed.

A section of Md. Route 560 between Loch Lynn and Gorman, a distance of 2.49 miles, which has been under construction for some time, is expected to be completed in September.

Work was begun July 1949 on the rebuilding of U. S. Route 40, from Keysers Ridge to the Pennsylvania State Line, length of 3.53 miles, which project will probably be completed early this fall.

Maintenance

Regular maintenance work was carried on by State forces in this County on the 148.86 miles of road belonging to the Commission.

One of the major improvements made by State maintenance forces was the placing of bituminous road mix for a width of 22 feet on Md. Route 39 from Oakland toward Hutton for a distance of 4.40 miles.

Commission forces also placed approximately 1,200 square yards of penetration macadam widening along Md. Route 42 in the Town of Friendsville, between Morris Avenue and Third Avenue.

A flashing or blinker light was installed at the intersection of U. S. Route 50 and U. S. Route 219 at Red House to help protect the traveling public at this intersection.

Numerous headwalls have been removed, culverts extended, and new walls constructed on U. S. Route 50, the Northwestern Pike.

Regular surface treatment was completed on 11.66 miles of roads.

On considerable mileage of roads the shoulders were widened, and burned mine gob placed. This makes a very satisfactory all weather stabilized shoulder.

In order to provide a greater shoulder width adjacent to the roadway surfacing, guard rail was re-erected at a number of locations. A considerable mileage of new guard rail was also erected.

The winter season in this County presents a major problem as snow removal and ice treatment is necessary for approximately five months out of each calendar year. Maintenance crews erect approximately 36 miles of snow fencing each fall to aid in controlling the drifting of snow, and each spring this fencing has to be dismantled and stored. During the past two winter seasons a snowfall of 149 inches was recorded, and during these two seasons it was necessary to purchase, stockpile, and spread 6,700 cubic yards of cinders or sand, 850 tons of salt, and 50 tons of calcium chloride. An average of 75 sleet or snow storms with temperatures ranging as low as 20 degrees below zero is usual in this County.

ALLEGANY COUNTY

Construction

On U. S. Route 40, the National Pike, from the east slope of Green Ridge Mountain to the Allegany-Washington County Line, a road mix was placed on the existing surfacing for a length of 7.00 miles.

The project for the placing of a bituminous concrete surface course on U. S. Route 40, at the east end of Frostburg for a length of 0.17 miles; on Md. Route 36, beginning at the Post Office of Frostburg and running north toward Mt. Savage for a length of 0.42 miles and on Md. Route 36 from U. S. Route 40 south towards Midland for a length of 5.82 miles, was completed.

The major construction job completed was the rebuilding of U. S. Route 40 from Allegany Grove to the eastern City Limits of Frostburg for a length of 4.64 miles, chiefly on a new location. The normal concrete surface width was 28 feet, with several areas having an additional lane for slow moving traffic. This project also included the building of several large box culverts over Braddock Run.

The project of widening and resurfacing with bituminous concrete U. S. Route 40, from Allegany Grove to the Cumberland City Line, as well as widening and placing bituminous concrete on U. S. Route 220, the McMullen Highway, from the Celanese Plant south to Cresaptown, was completed for a total length of 5.75 miles.

Md. Route 51, the Uhl Highway, from the Cumberland City Limits toward Oldtown for a distance of 3.42 miles was widened and resurfaced with bituminous concrete.

On U. S. Route 40, the National Pike, a third lane, for slow moving vehicles, was placed on the west slope of Polish Mountain for a length of 0.28 miles.

Just outside of the Cumberland City Limits on U. S. Route 220, the Bedford Road, a reverse curve was eliminated by the construction of 0.18 mile of new highway.

A retaining wall and sidetalk was built on Md. Route 36 in Mt. Savage, along Jennings Run.

On U. S. Route 40, at Long, a section of highway was rebuilt and relocated for a length of 0.34 mile, which gives the traffic a width of 44 feet of surfacing, and at this point a narrow one-way stone arch bridge over Braddock Run, which was constructed in 1835, was replaced by a modern bridge with a sidewalk on each side.

On Md. Route 36 between Midland and Barton, through Lonaconing, bituminous concrete surfacing was placed for a length of 6.288 miles.

The single lane concrete bridge built in 1911 over George's Creek on Washington Street in Westernport was replaced with a modern steel plate girder bridge having a 26 foot roadway with a 5 foot sidewalk on each side.

A steel I-beam bridge for the use of pedestrians and passenger cars was constructed over George's Creek at Moscow Mills.

The Frostburg-Midlothian Road was widened and resurfaced with bituminous concrete for a length of 1.61 miles.

A modern steel and concrete bridge over the Potomac River, between Keyser, West Virginia and McCool, Maryland, is under construction. This bridge also overpasses Queen Street, U. S. Route 220, in McCool, and the Western Maryland Railway and B. & O. Railroad tracks in Keyser. This project is being financed jointly by this Commission, the West Virginia State Road Commission, and the Bureau of Public Roads, and should be open to traffic in the spring of 1951.

Maintenance

Regular maintenance work was carried on by State forces in this County on the 155.79 miles belonging to the Commission.

One of the major improvements made by maintenance forces was the widening and placing of burned mine gob on a large mileage of shoulders, which generally stabilized the shoulders and gave an all weather surfacing.

The original and unsatisfactory steel guard rail on the Blue Bridge, an interstate structure across the Potomac River between Cumberland, Maryland and Ridgely, West Virginia, was replaced with a timber guard rail.

A culvert on Md. Route 35 was replaced by a much larger structure to correct a flooding condition.

A flooding condition over the highway on Md. Route 36 was eliminated by the placing of a larger culvert.

Regular surface treatment was completed on 1.26 miles of road.

A large mileage of guard rail was re-aligned and the posts repainted.

In certain areas in this County the winter season also presents a major problem, as snow removal and ice treatment are carried on approximately five months each year. The crews erect approximately 8 miles of snow fencing each fall, generally in the western part of the County, to aid in controlling the drifting snow and, of course, this fencing has to be dismantled and stored each spring. The snowfall during the past two winter seasons amounted to 111 inches, and during these two seasons it was necessary to crush, stockpipe, and spread 4,700 cubic yards of cinders, which was treated with salt or calcium chloride, and in some cases salt itself was spread directly on the surfacing.

A plot of ground approximately five acres in size has been purchased along the Braddock Road and it is the intention to erect a District Engineer's Office and a modern garage on this property, all of which should be a decided help in rendering more efficient maintenance service.

WASHINGTON COUNTY

Construction

On Alternate U. S. Route 40 from Antietam Creek east for a length of 2.97 miles, the surfacing was widened from 20 to 24 feet by the placing of concrete shoulders on each side.

From the Hagerstown City Limits south through Halfway to Williamsport, on U. S. Route 11, a length of 4.37 miles, the road was widened, numerous hilltops reduced and the entire road was resurfaced with bituminous concrete.

U. S. Route 40, from Funkstown to the Rohrersville Road, for a length of 8.30 miles, was generally rehabilitated by reducing numerous hilltops, making some relocations, widening of several old stone arch bridges, and resurfacing for the entire length with bituminous concrete.

The Jefferson Pike, U. S. Route 340, from the Frederick-Washington County Line to the top of Sandy Hook Hill, was widened and resurfaced with bituminous concrete for a length of 1.23 miles.

The small steel truss span over the C. & O. Canal in Hancock was repainted.

Work was begun this spring rebuilding U. S. Route 40 from Hagerstown west towards Huyett's Cross Roads, for a length of 1.89 miles, which will provide a very modern section of highway. Work is expected to be completed this fall.

A contract is now in progress covering the relocation of U. S. Route 40 over Sideling Hill in Washington County, and extending into Allegany County for a distance of approximately ½-mile. Grades on this road will be limited to 6 percent, and for at least 90 percent of the length of the project a third lane will be constructed for slow moving traffic. This project also includes a large concrete box culvert over Little Bear Creek, as well as a new high level bridge over Sideling Hill Creek. The total length of the contract is 6.94 miles.

Maintenance

Regular maintenance work was carried on by State forces in this County on the 226.46 miles of road belonging to the Commission.

The regular surface treatment was completed on 11.16 miles of roads.

A considerable mileage of guard rail was repainted, using mechanical spray methods.

Along Alternate U. S. Route 40 a number of County roads were daylighted in order to eliminate hazardous conditions at these intersections.

Several miles of stabilized limestone shoulders were surface treated with bituminous material for the first time.

The use of the B. & O. Railroad Bridge between Sandy Hook and Harpers Ferry as a vehicular bridge was discontinued, as the bridge across the Potomac and West Virginia's bridge across the Shenandoah were completed and this new route opened for traffic.

A considerable quantity of landscaping was completed along the dual highway section of Alternate U. S. Route 40 and a large number of trees were planted along the east end of this road as well as on U. S. Route 40, the National Pike, between Funkstown and Boonsboro.

A considerable number of culvert pipes were extended, permitting the elimination of several stretches of guard rail, as well as the widening of narrow shoulders.

A large mileage of shoulders was stabilized by using shale and limestone crusher run material.

The regular or average winter season in this County does not present a major snow removal or ice treatment problem, as the fall of snow in this County during the period covered by this report amounted to only 45-inches. The crews in this county erect approximately 27 miles of snow fences each fall to help in controlling the drifting snow and each spring this fencing has to be removed and stored.

Approximately 25 carloads of cinders are shipped into this County and stored and used for ice treatment during each winter season, which cinders are usually treated with approximately 100 tons of either salt or calcium chloride.

A sizeable addition to the Hagerstown Garage was acquired and completely enclosed by a chain link wire fence, which gives a considerable amount of storage capacity.

REHABILITATION OF U. S. ROUTE 219 NORTH OF OAKLAND TOWARD MCHENRY IN GARRETT COUNTY

FREDERICK COUNTY

Construction

Work was completed on the placing of a bituminous concrete wearing course on U. S. Route 40 west of Frederick; on Patrick Street in Frederick; U. S. Route 15 and Md. Route 26, northeast of Frederick, and a section of U. S. Route 15 through the Town of Thurmont, for a total length of 8.22 miles.

The Jefferson Pike, U. S. Route 340, from Knoxville to the Frederick-Washington County Line, for a length of 0.53 mile, was widened and resurfaced with bituminous concrete.

On U. S. Route 15 from Licksville to Point of Rocks, for a length of 4.63 miles, numerous culvert extensions were made, concrete patches placed, and the road was widened with concrete shoulders on both sides.

Md. Route 32, from Emmitsburg to the Pennsylvania State Line, was generally rehabilitated by reducing several hilltops, widening and placing bituminous concrete surfacing for a length of 1.14 miles.

Extensive repairs were made to the interstate bridge across the Potomac River between Brunswick, Maryland and Virginia, in order to strengthen this structure.

The bridge across the Monocacy River on U. S. Route 240 at Frederick Junction; the bridge across the Monocacy River on Md. Route 28 near the Frederick-Montgomery County Line; the bridge across the Monocacy River at Ceresville, on Md. Route 26; the bridge over Hunting Creek on Md. Route 72, near Lewistown; the bridge over Carroll Creek, U. S. Route 40 on West Patrick Street in Frederick; and the interstate bridge over the Potomac River and the B. & O. Railroad on U. S. Route 15 at Point of Rocks, were all repainted.

A project is now under way on Md. Route 31 from Libertytown toward New Windsor, for a length of 3.30 miles, which generally consists of lowering some hilltops, relocation for alignment, widening, surfacing, and the extending of numerous drainage structures.

Work was started last year on Md. Route 26, approximately one mile east of Libertytown, for a length of 3.78 miles, which generally covers the entire rebuilding and modernizing this section of road, with work expected to be completed this fall.

Md. Route 26, from Mt. Pleasant east toward Libertytown, for a length of 4.01 miles, is generally being rehabilitated by reducing some sharp hilltops, widening, and the placing of a bituminous concrete surface.

Work was begun early in the spring on the construction of the new Washington National Pike beginning at U. S. Route 15, a short distance below Evergreen Point, and running south toward Washington for a length of 4.65 miles, which road will be of dual construction with denied access. This project also includes the following structures:

A steel plate girder bridge over U. S. Route 15, expected to be completed next spring.

A steel and concrete bridge over the Monocacy River.

A steel and concrete bridge over the B. & O. Railroad tracks. This project should be completed this fall.

A concrete and steel I'-beam bridge over the Amelung County road.

A steel beam and concrete bridge carrying the Araby Church County road over the Washington National Pike.

Maintenance

Regular maintenance work was carried on by State forces in this County on the 299.05 miles of road belonging to the Commission.

One of the major improvements made by maintenance forces was the placing of bituminous road mix on Md. Route 77, from Thurmont toward Rocky Ridge, for a length of 1.25 miles, and also on Md. Route 72, from Lewistown to Creagerstown, for a length of 4.54 miles.

Another very worthwhile improvement was on Md. Route 71, in the Town of Woodsboro, which consisted of removing a very abrupt dip in the surfacing which had existed since the road was originally constructed.

A considerable amount of surfacing was placed in Thurmont and Walkersville after the Town Authorities had placed curb and gutter.

Regular surface treatment was completed on 7.12 miles of road.

A large mileage of guard rail posts were repainted.

Numerous pipe culverts were extended and new headwalls constructed on several of the more important roads in this County.

A worthwhile improvement was made on U. S. Route 15 in front of St. Joseph's Church in Emmitsburg, by removing and rebuilding the masonry wall and sidewalk, thereby getting additional width into the roadway surfacing.

The bituminous shoulders along each side of Alternate U. S. Route 40 were resurfaced with bituminous material for the entire length of this route.

On U. S. Alternate Route 40, near the top of the east slope of South Mountain, a landscaped scenic overlook was constructed, with picnic tables and an outside fireplace, which is being used extensively by the traveling public.

On Md. Route 28 from Licksville to the Montgomery County Line, the 15 foot concrete surfacing was widened by prison labor from 15 feet to 22 feet by the addition of macadam shoulders on each side for a length of 2.78 miles.

The winter season in this County did not present a major problem, as during the two seasons covered by this report, the fall of snow in this County amounted to a total of only 40 inches. Sleet and ice storms do, at times, prove troublesome, and advance weather reports in this area are watched very closely; and at times when bad weather is predicted, patrols are maintained during the night on U. S. Alternate Route 40 and U. S. Route 40, the National Pike, due to the volume of traffic, particularly the tractor-trailer trucks traveling over these roads. Approximately 34 miles of snow fencing is erected each fall to help prevent drifting from snow storms, with the fencing being dismantled and stored in the spring. Icy conditions on the roads in this County are generally taken care of by spreading cinders or salt, with probably 1,000 cubic yards of cinders and possibly 100 tons of salt being used each winter.

Tables showing data pertaining to road construction contracts awarded; projects completed; and maintenance reports for the period of July 1, 1948 to June 30, 1950 follow:

ROAD CONSTRUCTION CONTRACTS—JULY

Project No.	Contract No.	LOCATION			Miles	Description of Project
		Route No.	From	To		
						PRIMARY PROJECTS JULY 1, 1949 TO JUNE 30, 1950
20	A-407-1 W-392-1	U.S. 40	Sideling Hill Relocation	. . . . . .	6.939	Pen. Mac. Surf.—Add Lane on Ascent Grade
24	G-192-2	U.S. 40	Keyser's Ridge.	Penna. State Line . . .	3.533	Reloc. Mac. Base, Pen Mac. Surf. Spec. "B" Resurfacing . . . .
50	F-476-1	Md. 26	Unionville Relocation	. . . . . .	3.788	Pen. Mac. Surfacing . . . .
46-A	F-425-2	U.S. 240	Junction U.S. 15.	Twd. Urbana	4.660	Mac. Base Spec. "B" Surf. Dual Highway . . .
46-B	F-425-5	U.S. 240	Bridge over Monocacy River	. . . .	Br.	5 Span St. Plate Girder & St. I-Beam Bridge.
46-D	F-425-4	U.S. 240	Bridge over U.S. 15	. . . . . .	Br.	Dual Steel Plate, Concrete & Stone Bridge . .
46-C	F-425-6	U.S. 240	Bridge over B.&O.RR. . . .	. . . . . .	Br.	Steel I-Beam Bridge. . . . .
46-G	F-425-9	U.S. 240	Overpass of Araby Church	County Road.	Br.	Steel Beam and Concrete Bridge. . . . . . .
22	A-283-3	U.S. 220	McCool Northerly	. . . .	1.415	Pen. Mac. Base, Spec. "B" Surfacing . . . . . .
46-F	F-425-8	U.S. 240	Underpass of County Rd.	2½ mi. E. Monocacy . . .	Br.	Steel I-Beam Bridge. . . . .
	10			TOTAL PRIMARY . . .	20.335	. . . .
						WIDENING AND RESURFACING JULY 1, 1948 TO JUNE 30, 1949
78	W-391-1	U.S. 40	Md. 67	E. Lim. Funkstown	8.305	Mac. Base Pen Mac. Spec. "B" Resurfacing .
96	A-415-1	Md. 51	S.E. of Cumberland . . .	Twd. Oldtown.	3.470	Spec. "B" Resurfacing. . . . .
117	G-237-1	U.S. 50	W. Va. Line.	W. Va. Line.	9.100	Spec. "B" Resurfacing. . . . .
53	A-413	U.S. 40	W. Slope Polish Mountain	. . . . . .	0.282	Pen. Mac. Surfacing (Add Lane). . . . . . .
23-58	F-449-5	Md. 32	Emmitsburg . .	Penna. State Line. . . .	1.144	Widen, Modify Curves, Resurface, Pen. Mac., Spec. "B" . . . .
120	A-421	Md. 36	S. Lim. Lonaconing . . .	Barton	3.466	Spec. "B" Resurfacing. . . . .
128	A-417-1	U.S. 220	N. Lim. Cumberland . . .	Twd. Penna. State Line	0.187	Mac. Base and Spec. "B" Resurfacing . . . . . .
				Total—'48—'49. . . .	25.954	. . . .
						JULY 1, 1949 TO JUNE 30, 1950
169	F-502	U.S. 15	Md. 28.	Pt. of Rocks	4.633	Concrete Widening. . . . .
120-A	A-421-2	Md. 36	S. Lim. Lonaconing	Midland	2.822	Spec. "B" Resurfacing. . . . .
170	G-253	Md. 560	2 mi. S. Mt. Lake Park. .	Twd. Gorman	2.763	Pen. Mac. Surfacing. . . . .
132	W-396-1	U.S. 40	1 mi. E. of Huyett's . .	W. Lim. Hagerstown	1.896	Pen. Mac. Base Spec. "B" Surfacing . . . . .
63	G-248-5	U.S. 219	Gortner	Red House.	3.972	Spec. "B" Resrufacing . . . .
153	F-476-2	Md. 26	Mt. Pleasant	Libertytown	4.013	Pen. Mac. and Spec. "B" Surfacing. . . . . .
148	F-498	Md. 31	Md. 26, nr. Libertytown	Twd. New Windsor . .	3.308	Reinf. Concrete Widening and Surfacing .
45	A-405	U.S. 220	Cresaptown	Twd. McCool	6.689	Reinf. Concrete Widening and Relocation
154	A-422	Md. 55	Clarysville.	Vale Summit.	2.102	Mac. Base, Pen. Mac. Surfacing. . . . . . .
				Total—'49—'50. . . .	32.198	. . . .
	16			TOTAL WIDENING AND SURFACING.	58.152	. . . .
						SECONDARY JULY 1, 1948 TO JUNE 30, 1949
62	A-388-1	. . .	Frostburg.	Midlothian	1.611	Spec. "B" Widen and Resurface. . . . .
						JULY 1, 1949 TO JUNE 30, 1950
	FC-54-A F-461-1	Old Middletown Rd.	N. of Jefferson.	Twd. Middletown.	1.392	Pen. Mac. Surface. . . . .
	FC-137 F-487-1	Old Annapolis Road	Md. 75 . . .	Twd. Mt. Pleasant	1.802	Stab. Base Course. . . . .
				Total—'49—'50. . . .	3.194	. . . .
	3			TOTAL SECONDARY	4.805	. . . .
						MISCELLANEOUS JULY 1, 1948 TO JUNE 30, 1949
	A-389-1	Md. 36	W. End Mt. Savage	. . . .	. . . .	Concrete Sidewalk, Retaining Wall . . . .
	F-491-1	. . . . . .	Bridge over Potomac River at Brunswick.		. . . .	Repairs to Existing Bridge. . . . .
	ED-27-614	. . . . . .	Bridges in Dist. No. 6 . .	. . . .	. . . .	Cleaning and Painting Bridges . . . .
				Total—'48—'49 . .	. . . .	. . . .
						JULY 1, 1949 TO JUNE 30, 1950
	A-149-1	. . .	Br. over George's Creek .	Westernport.	. . . .	Steel Girder Bridge. . . . .
	A-359-2	. . . .	Br. over George's Creek at Moscow Mills.		. . . .	Steel I-Beam Pedestrian Bridge. . . . .
	ED 31-614	.	Metal Structures	. . . .	. . . .	Cleaning and Painting. . . . .
				Total—'49—'50. . . .	. . . .	. . . .
	6			TOTAL MISCELLANEOUS	. . . .	. . . .
			10—Primary	. . . .	20.355	. . . .
			16—Widening and Resurfacing.		58.152	. . . .
			3—Secondary.	. . . .	4.805	. . . .
			6—Miscellaneous . .	. . . .	. . . .	. . . .
			35—GRAND TOTAL.	. . . .	83.292	. . . .

1, 1948 TO JUNE 30, 1950 DISTRICT NO. 6

Engineer's Estimate	Contract Cost	Date Advertised	Bids Opened	Date of Award	Amount Authorized Incl. R/W and Contract	Date of Notice To Proceed	Date Started	Contractor	Date Completed or Percent Completed as of June 30, 1950
2,349,124	2,090,213	June 7,'49	June 21,'49	July 6,'49	2,443,744	July 25,'49	Aug. 9,'49	M. J. Grove Lime Co.	36.9
586,980	537,059	June 21,'49	July 5,'49	July 6,'49	642,618	July 25,'49	July 27,'49	S. T. Brotemarkle Con. Co.	52.7
996,591	773,383	July 26,'49	Aug. 9,'49	Aug. 24,'49	914,390	Sept. 5,'49	Sept. 8,'49	T. Edgie Russell	54.0
1,733,826	1,395,536	Oct. 25,'49	Nov. 15,'49	Dec. 28,'49	1,704,866	Jan. 16,'50	Feb. 6,'50	W. F. Graham & Sons	22.2
701,957	762,183	Oct. 25,'49	Nov. 15,'49	Dec. 21,'49	876,510	Jan. 16,'50	Feb. 28,'50	Conduit & Foundation Co.	20.9
327,305	341,097	Nov. 1,'49	Nov. 22,'49	Dec. 21,'49	392,262	Jan. 18,'50	Apr. 3,'50	Frank Pecara Constr. Co.	25.0
200,791	150,671	Dec. 6,'49	Dec. 27,'49	Dec. 28,'49	173,271	Jan. 16,'50	Feb. 21,'50	Empire Construction Co.	50.0
175,587	142,757	Feb. 7,'50	Feb. 28,'50	Mar. 29,'50	164,171	Apr. 17,'50	Apr. 21,'50	Zerkel Construction Co.	28.0
706,719	565,860	Mar. 7,'50	Mar. 28,'50	Apr. 12,'50	715,739	Apr. 24,'50	May 5,'50	Empire Construction Co.	10.0
98,283	94,235	Feb. 7,'50	Feb. 28,'50	May 11,'50	108,370	May 29,'50	June 16,'50	Zerkel Construction Co.	3.4
7,877,166	6,852,994				8,135,941				
657,813	621,249	Sept. 28,'48	Oct. 19,'48	Dec. 29,'48	739,436	Mar. 11,'49	Mar. 16,'49	E. D. Plummer & Sons	12-15-49
104,363	100,065	Feb. 15,'49	Mar. 1,'49	Mar. 9,'49	115,074	Mar. 31,'49	Apr. 4,'49	Cumberland Contr. Co.	6-15-49
255,206	205,390	Feb. 15,'49	Mar. 1,'49	Mar. 9',49	236,198	May 5,'49	May 16,'49	Keeley Constr. Co.	7-29-49
54,221	34,307	Feb. 15,'49	Mar. 8,'49	Mar. 17,'49	39,553	Apr. 6,'49	Apr. 11,'49	Baughman Contr. Co.	8-4-49
72,053	63,961	Apr. 26,'49	May 10,'49	May 11,'49	74,055	May 24,'49	June 7,'49	M. J. Grove Lime Co.	9-26-49
155,933	156,521	May 24,'49	June 7,'49	June 8,'49	179,999	June 21,'49	July 11,'49	Cumberland Contr. Co.	10-11-49
46,812	44,150	May 10,'49	May 24,'49	June 29,'49	60,773	July 18,'49	July 29,'49	Baughman Contr Co.	11-21-49
1,346,401	1,225,643				1,145,088				
135,106	148,540	July 15,'49	July 19,'49	July 20,'49	170,820	Aug. 1,'49	Aug. 10,'49	Thonas, Bennett & Hunter	11-30-49
124,224	123,660	July 19,'49	Aug. 2,'49	Aug. 3,'49	142,209	Aug. 15,'49	Sept. 2,'49	Cumberland Constr. Co.	6-20-50
139,809	93,216	July 19,'49	Aug. 2,'49	Aug. 3,'49	107,198	Aug. 15,'49	Aug. 23,'49	Keeley Constr. Co.	11-11-49
184,085	174,497	Sept. 6,'49	Sept. 20,'49	Nov. 16,'49	225,671	Mar. 7,'50	Apr. 4,'50	Bester Long, Inc.	26
123,695	98,445	Nov. 1,'49	Nov. 22,'49	Nov. 30,'49	113,212	Dec. 13,'49	May 29,'50	Keeley Constr. Co.	77.4
227,864	204,149	Nov. 15,'49	Dec. 6,'49	Dec. 21,'49	259,771	Jan. 18,'50	Apr. 5,'50	Amer. Asphalt Prod. Co.	28
140,851	458,758	Dec. 13,'49	Dec. 27,'49	Dec. 28,'49	539,071	Jan. 16,'59	Apr. 3,'50	Carozza-Hamill & Co.	26.1
527,168	524,300	Apr. 11,'50	May 2,'50	June 21,'50	712,945			Cumberland Constr. Co.	0
487,332	466,762	May 16,'50	June 6,'50	June 21,'50	571,776			Cumberland Constr. Co.	0
2,390,134	2,292,327				2,842,673				
3,736,535	3,517,970				4,287,761				
42,064	45,995	May 3,'49	May 17,'49	June 1,'49	52,894	June 13,'49	June 16,'49	Cumberland Contr. Co.	7-19-49
	46,291	Mar. 10,'50	Mar. 27,'50	Apr. 10,'50	50,900		Apr. 27,'50	N. W. Etzler Co.	20
	27,328	Mar. 10.'50	Mar. 27,'50	Apr. 10,'50	30,000		Apr. 17,'50	Richard F. Kline	90
	73,619				80,900				
42,064	119,614				133,794				
24,300	27,745	Aug. 10,'48	Aug. 31,'48	Sept. 10,'48	32,157	Sept. 28,'48	May 2,'49	Cumberland Constr. Co.	7-16-49
81,420	47,442	Feb. 15,'49	Mar. 15,'49	Apr. 13,'49	54,558	July 11,'49	July 22,'49	Eastern Maintenance Co.	12-21-49
46,500	31,565	Mar. 8,'49	Mar. 22,'49	Apr. 13,'49	36,300	Apr. 27,'49	May 4,'49	Landis Spanos	10-19-49
152,220	106,752				123,015				
47,850	59,929	June 21,'49	July 12,'49	Aug. 24,'49	69,718	Sept. 13,'49	Sept. 22,'49	John D. Sheetz Constr. Co.	5-22-50
7,220	5,679	Jan. 10,'50	Jan. 31,'50	Feb. 2,'50	6,531	Feb. 16,'50	May 9,'50	State Foundation Co.	6-13-50
20,643	23,530	May 2,'50	May 16,'50	May 24,'50	25,883	June 5,'50	June 7,'50	Dormat Painting Company	13.0
75,713	89,138				102,132				
227,933	195,890				225,147				
7,877,166	6,852,994				8,135,941				
3,736,535	3,517,970				4,287,761				
42,064	119,614				133,794				
227,933	195,890				225,147				
11,883,698	10,686,468				12,782,643				

DOLLAR VALUE OF CONTRACTS COMPLETED—JULY 1, 1948—JUNE 30, 1950
DISTRICT NO. 6

Project No.	Contract No.	LOCATION			Miles	Description of Project	Date Authorized	Amount Authorized	Date Completed	Contractor
		Route	From	To						
					1947	PROGRAM				
..	G-237	U.S. 50	W. Va. Line	W. Va. Line	9.100	Concrete Shoulder Widening	July 25,'47	190,944	Oct. 12,'48	Hamill Construction Co.
....	W-363-3	U.S. 11	Hagerstown	Williamsport	4.375	Penetration Macadam Widening	Oct. 30,'47	91,961	Dec. 10,'48	Bester-Long Company
	2			Total Projects Completed	13.475			282,905		
					1948	PROGRAM				
19	W-390	Alt.U.S.40	Antietam Creek	W. End New Construction	2.970	Concrete Shoulders	Feb. 10,'48	51,050	July 1,'48	Bester-Long Company
29		Md. 36	Frostburg	Midland	6.240					
30	A-403	U.S. 40	Frostburg	Westerly	0.170	Spec. "B" Resurfacing	Feb. 17,'48	171,785	July 17,'48	Cumberland Contr. Co.
1	G-155-2	U.S. 219	Oakland	Deep Creek Lake	4.350	Penetration Macadam Surfacing	Feb. 25,'48	740,777	Nov. 7,'49	George F. Hazelwood
3	A-254-1	U.S. 40	Frosrburg	Eckhart	4.640	Reinforced Concrete Surfacing	Apr. 7,'48	2,001,253	Sept. 21,'49	C. J. Langenfelder & Son
28	G-218	U.S. 219	Red House	Gortner	4.100	Penetration Macadam Widening	Apr. 28,'48	72,584	May 8,'50	Interstate Amesite Co.
54	W-372									
54	F-449	U.S. 340	Knoxville	E. End Bridge Relocation	1.860	Spec "B" Resurfacing	Apr. 28,'48	48,041	Aug. 10,'48	Bester-Long Company
59	A-406	U.S. 40	E. End Green Ridge Reloc.	Washington Co. Line	7.000	Bit. Road Mix Resurfacing	Apr. 28,'48	42,114	July 19,'48	Richard F. Kline
	G-235									
....	G-236	......	Bridge over B. & O. RR.	Oak St. at Wilson, Oakland	......	Gunite Repairs, etc	June 23,'48	17,027	June 15,'49	George F. Hazelwood
10	A-184-1	U.S. 40	Clark's Distillery Reloc.		0.340	Conc. Base & Spec. "B"—Surfacing Rigid Frame Bridge	May 20,'48	256,508	Nov. 18,'49	George F. Hazelwood
44-64		U.S. 220	Celanese Plant	Cresaptown						
46-65	A-409	U.S. 40	W. End Relocation	Cash Valley Road	5.760	Spec. "B" & Pen. Mac. Widening—Spec. "B" Resurfacing	May 26,'48	199,786	Oct. 25,'48	Cumberland Contr. Co.
47-66		U.S. 40	LaVale Fire House	Cumberland						
22-56		U.S. 15	Worman's Mill	Frederick City Line						
52	F-499-2	Md. 26	U.S. 15	Mt. Pleasant	8.220	Spec. "B" Resurfacing	May 26,'18	145,769	Jan. 6,'49	T. B. Gatch & Sons
55		U.S. 40	E. & W. Patrick St.—Frederick							
...	A-389-1	Md. 36	W. End Mt. Savage		......	Concrete Sidewalk—Retaining Wall	Sept. 10,'48	32,157	July 16,'49	Cumberland Contr. Co.
78	W-391-1	U.S. 40	Md. 67	E. Limits Funkstown	8.305	Mac. Base—Pen. Mac. Surf.—Spec. "B" Resurface	Dec. 29,'48	739,436	Dec. 15,'49	E. D. Plummer & Son
	13			Total Projects Completed	53.955			4,521,287		
					1949	PROGRAM				
96	A-415-1	Md. 51	S. E. of Cumberland	Twd. Oldtown	3.470	Spec "B" Resurfacing	Mar. 9,'49	115,074	June 15,'49	Cumberland Contr. Co.
117	G-237-1	U.S. 50	W. Va. Line	W. Va. Line	9.100	Spec. "B" Resurfacing	Mar. 9,'49	236,198	July 29,'49	Keeley Constr. Co.
53	A-413	U.S. 40	West Slope Polish Mountain		0.282	Penetration Macadam Surfacing	Mar. 17,'49	39,553	Aug. 4,'49	Baughman Contr. Co.
...	ED-27-614	......	Bridges—District No. 6		......	Cleaning and Painting Bridges	Apr. 1,'49	36,300	Oct. 19,'49	Landis Spanos
..	F-491-1	......	Bridge over Potomac River	at Brunswick	......	Repairs to Existing Bridge	Apr. 13,'49	54,558	Dec. 21,'49	Eastern Maint. Co.
23-58	F-499-5	Md. 32	Emmitsburg	Pa. State Line	1.144	Widen Modify Curves & Resurfac. Pen. Mac. Spec. "B"	May 11,'49	74,055	Sept. 25,'49	M. J. Grove Lime Co.
62	A-388-1	......	Frostburg	Midlothian	1.611	Spec. "B" Widening & Resurfacing	June 1,'49	52,894	July 19,'49	Cumberland Contr. Co.
120	A-421	Md. 36	S. Limit of Lonaconing	Barton	3.466	Spec. "B" Resurfacing	June 8,'49	179,999	Oct. 11,'49	Cumberland Contr. Co.
128	A-417-1	U.S. 220	N. Limit of Cumberland	Twd. Pa. State Line	0.187	Mac. Base & Spec. "B" Surfacing	June 29,'49	60,773	Nov. 21,'49	Baughman Contr. Co.
169	F-502	U.S. 15	Md. 28	Points of Rocks	4.633	Concrete Widening	July 20,'49	170,820	Nov. 30,'49	Thomas Bennett & Hunter
120-A	A-421-2	Md. 36	S. Limit of Lonaconing	Midland	2.822	Spec. "B" Resurfacing	Aug. 3,'49	142,209	June 20,'50	Cumberland Contr. Co.
170	G-253	Md. 560	2 Mi. S. Mt. Lake Park	Twd. Gorman	2.763	Penetration Macadam Surfacing	Aug. 3,'49	107,198	Nov. 11,'49	Keeley Constr. Co.
.....	A-419-1	......	Bridge over George's Creek	Westernport	......	Steel Girder Bridge	Aug. 24,'49	69,718	May 22,'50	John D. Sheetz Const. Co.
	13			Total Projects Completed	29.478			1,339,349		
					1950	PROGRAM				
......	A-359-2	......	Bridge over George's Creek	at Moscow Mills	......	Steel I-Beam Pedestrian Bridge	Feb. 2,'50	6,531	June 13,'50	State Foundation Co.
	29			GRAND TOTAL	96.908			6,150,072		

RECAPITULATION OF PROJECTS COMPLETED BY CLASSIFICATIONS

	1947		1948		1949		1950		TOTAL	
	MILES	AMOUNT	MILES	AMOUNT	MILES	AMOUNT	MILES	AMOUNT	MILES	AMOUNT
Primary			9.330	2,998,538					9.330	2,998,538
Widening and Resurfacing	13.475	282,905	44.625	1,473,565	27.867	1,125,879			85.967	2,882,349
Secondary					1.611	122,612			1.611	122,612
Miscellaneous				49,184		90,858		6,531		146,573
Total Completed-29	13.475	282,905	53.955	4,521,287	29.478	1,339,349		6,531	96.908	6,150,072

MAINTENANCE REPORT

July 1, 1948 to June 30, 1949

ROADWAY SURFACING

Type of Work	Unit of Charge	Rigid J-K	Semi-Rigid I	Non-Rigid F,G,H,I	Untreated D-E
Patching	Sq. Yds.	44,586.35	625	105,713	4,040
Blading—Dragging	Miles	—	—	—	22.54
Jacking—Asphalt	Sq. Yds.	—	—	—	—
Jacking—Cement Slurry	Sq. Yds.	—	—	—	—
Resurfacing—Non Bituminous	Sq. Yds.	—	—	—	—
Joint and Crack Filling	Gals.	16,140	102	640	—
Oiling—Bituminous	Sq. Yds.	206,471	—	415,153	—

SHOULDER MAINTENANCE

Type of Work	Unit of Charge	Bitum.	Stabilized	Grass	Earth
Patching	Sq. Yds.	17,585	11,197	—	50,962
Blading—Dragging	Miles	14	14	—	1,465.20
Sodding	Sq. Yds.	—	—	—	—
Mowing and Hand Cutting	Miles	—	—	8,264	—
Oiling—Bituminous	Sq. Yds.	66,127	11,007	—	—
Removal—Excess Material	Cu. Yds.	—	—	—	33,984
Back Filling (Burnt Mine Gob)	Cu. Yds.	—	1,369	—	—

MAINTENANCE—BRIDGES AND STRUCTURES

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
Bridge Repairs	Number	117	—	—
Pipe and Box Culverts	Number	42	9	65
Curb and Gutter	Lin. Ft.	—	—	796
Catch Basins	Number	1	—	18
Spillways, Etc.	Number	5	—	—
Bituminous Rebutt	Lin. Ft.	—	—	1,083
Underdrain	Lin. Ft.	—	—	1,063
Retaining Wall	Lin. Ft.	—	—	189 L.F.—36 Cu. Yds.

GUARD FENCE

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
New Fence	Lin. Ft.	29,825	5,806	4,640
Posts	Number	1,377	1,187	463
Cable	Lin. Ft.	38	851	2,120
Fittings	Number	43	577	1,341
Paint	Gals.	394	313	90
Hand Rail (Pipe)	Lin. Ft.	—	—	6

RIGHT-OF-WAY

Type of Work	Unit of Charge	Maintenance	
		Roadside	Park Area
Mowing, Clearing and Grubbing	Miles	2,877.30	—
Beautification	Sq. Yds.	—	—
Resetting Fence	Lin. Ft.	750	—
Removal of Debris	Truck Loads	2,170	—
Top-Soil	Cu. Yds.	—	—
Cutting Grass	Acres	—	120
Trimming Trees	Number	692	—
Moving Equipment	Units	62	—
	Miles	2,605	—
Removing Trees	Number	2	—
Widening Cross Section	Cu. Yds.	1,258	—

TRAFFIC SERVICE

Type of Work	Unit of Charge	Maintenance
Painted Curb	Lin. Ft.	200
Ice Treatment (Salt)	Tons	422.65
Highway Markers Including Reflector Buttons in G. R. Post	Number	18,635
Surface Guide Lines	Miles	427.29
Surface Marking, Schools R.R., Etc.	Number	371
Snow Removal*	Miles	833.17
Ice Treatment (Cinder and Sand)	Cu. Yds.	6,250
Traffic Lights	Number	3
Snow Fence—Erected and Dismantled	Lin. Ft.	495,220
Manual Traffic Count	Hours	925
Weighing Trucks Boonsboro	Hours	36

DRAINAGE (CLEANING)

Type of Work	Unit of Charge	Maintenance
Ditching (New)	Lin. Ft.	13,749
Cleaning—Ditches	Lin. Ft.	407,125
Cleaning—Pipe Culverts	Number	3,558
Cleaning—Box Culverts	Number	113
Cleaning—Bridges	Number	65
Cleaning—Catch Basins	Number	134
Cleaning—Misc. Structures	Number	14
Riprapping	Sq. Yds.	—

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* Snowfall by Counties: Garrett County 64.50"—Allegany County 62.85" Frederick County 27"—Washington County 33".

MAINTENANCE REPORT

July 1, 1949 to June 30, 1950

ROADWAY SURFACING

Type of Work	Unit of Charge	Rigid J-K	Semi-Rigid I	Non-Rigid F,G,H,I	Untreated D-E
Patching	Sq. Yds.	29,906	646	119,190	2,861
Blading—Dragging	Miles	—	—	—	80.20
Jacking—Asphalt	Sq. Yds.	—	—	—	—
Jacking—Cement Slurry	Sq. Yds.	—	—	—	—
Resurfacing—Non Bituminous	Sq. Yds.	—	—	—	—
Joint and Crack Filling	Gals.	17,340	—	935	—
Oiling—Bituminous	Sq. Yds.	40,998	—	67,221	—

SHOULDER MAINTENANCE

Type of Work	Unit of Charge	Bitum.	Stabilized	Grass	Earth
Patching	Sq. Yds.	10,315	5,930	—	64,529
Blading—Dragging	Miles	—	—	—	1,261.10
Sodding	Sq. Yds.	—	—	129	—
Mowing and Hand Cutting	Miles	—	2,662	4,376.60	—
Oiling—Bituminous	Sq. Yds.	—	—	—	—
Removal—Excess Material	Cu. Yds.	—	—	—	31,542

MAINTENANCE—BRIDGES AND STRUCTURES

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
Bridge Repairs	Number	116	—	—
Pipe and Box Culverts	Number	175	38	41
Curb and Gutter	Lin. Ft.	6,428	1,262	371
Catch Basins	Number	4	—	16
Spillways, Etc.	Number	4	—	1
Bituminous Rebutt	Lin. Ft.	—	—	629
Underdrain	Lin. Ft.	295	—	3,105

GUARD FENCE

Type of Work	Unit of Charge	Repairs	Replacements	New Installations
New Fence	Lin. Ft.	9,140	1,100	4,910
Posts	Number	3,764	505	517
Cable	Lin. Ft.	192	1,237	1,910
Fittings	Number	5	639	354
Paint	Gals	737	329	132.50
Removing Guard Fence	Lin. Ft.	450		

RIGHT-OF-WAY

Type of Work	Unit of Charge	Maintenance	
		Roadside	Park Area
Mowing, Clearing and Grubbing	Miles	4,200.30	—
Beautification	Sq. Yds.	1,502	—
Resetting Fence	Lin. Ft.	1,228	—
Removal of Debris	Truck Loads	1,929	—
Top-Soil	Cu. Yds.	23	—
Cutting Grass	Acres	—	84.03
Trimming Trees	Number	1,871	—
Moving Equipment	Units	61	—
	Miles	4,300	—

TRAFFIC SERVICE

Type of Work	Unit of Charge	Maintenance
Ice Treatment (Salt)	Tons	556
Highway Markers Including Reflector Buttons in G. R. Posts	Number	12,062
Surface Guide Lines	Miles	478.87
Surface Marking, Schools R.R., Etc.	Number	430
Snow Removal*	Miles	839.50
Ice Treatment (Cinder and Sand)	Cu. Yds.	8,772
Traffic Lights	Number	1
Snow Fence, Erected and Dismantled	Lin. Ft.	524,051
Manual Traffic Count	Hours	799

DRAINAGE (CLEANING)

Type of Work	Unit of Charge	Maintenance
Cleaning Concrete Gutters	Lin. Ft.	10,600
Ditching (New)	Lin. Ft.	4,075
Cleaning—Ditches	Lin. Ft.	632,453
Cleaning—Pipe Culverts	Number	5,902
Cleaning—Box Culverts	Number	136
Cleaning—Bridges	Number	15
Cleaning—Catch Basins	Number	205
Cleaning—Misc. Structures	Number	—
Riprapping	Sq. Yds.	96

* Snowfall by Counties: Garrett County 73.87"—Allegany County 47.50"—Frederick County 13.00"—Washington County 11.75".

RIGHT-OF-WAY DIVISION

LeROY W. KERN
Right-of-Way Engineer

GRADING COMPLETED ALONG WASHINGTON NATIONAL PIKE (WASHINGTON-FREDERICK ROAD) LOOKING SOUTH FROM AMELUNG ROAD IN FREDERICK COUNTY

RIGHT-OF-WAY DIVISION

The State Roads Commission having embarked upon the largest construction program in its history, there was acquired during the fiscal years of 1949 and 1950 more than 3,100 rights of way.

In excess of 90 percent of the more than 1,100 rights of way acquired during the fiscal year of 1949, and, in excess of 95 percent of the nearly 2,000 rights of way acquired during the fiscal year of 1950 were, in the original instance, acquired through amicable negotiation.

Possession of the remainder of said approximately 3,100 rights of way was obtained by instituting immediate-entry condemnation proceedings in the Circuit Courts of the various counties.

Subsequently, nearly 65 percent of such proceedings as were instituted during the fiscal year of 1949, and, over 30 percent of such proceedings as were instituted during the fiscal year of 1950 were settled amicably before going to trial, and, in each of these two fiscal years an additional small percentage of such proceedings were consummated on the basis of friendly trials, held merely in order to obtain good title and/or have amicably agreed upon verdicts confirmed by the Courts.

Thus, it can be said that approximately 98 percent of all of the acquisitions made during each of the fiscal years of 1949 and 1950 were either amicably negotiated in the original instance, were ultimately settled amicably out of Court, and/or were tried merely on the basis of friendly condemnations.

This is a record of which the State Roads Commission can be justly proud in that it reflects the over-all fairness of its right of way acquisition policies.

As is the case of all of the rights of way acquired during this period, not only the contested condemnations that were tried, but the condemnations that were pending as of June 30, 1950, can be divided into two basic categories, namely (A) those necessary for Expressways and Controlled Access Arterial Highways and (B) those necessary for Arterial Highways.

While any failures to negotiate amicably for the rights of way necessary for Arterial Highways were primarily due to differences in opinion as to just compensation, failures to negotiate amicably for the rights of way necessary for Expressways and Controlled Access Arterial Highways were due not only to differences in opinions as to just compensation, but, to other factors.

A study of the greater majority of the contested condemnations for Arterial Highway rights of way which were tried during this two year period, develops the fact that the combined awards rendered by the various juries in said condemnations amounted to approximately $200,000.00, whereas the combined amounts of the high real estate testimony produced by the various owners of such trials amounted to approximately $410,000.00, or, more than double the total amount which the various juries determine to be just compensation. As a matter of fact, as to individual cases, the high real estate testimony produced by the owners exceeded the jury awards by from approximately 15 percent up to approximately 500 percent.

It is felt that the above stated facts fairly well explain the principal reason for the occasional inability to amicably negotiate for the rights of ways required for Arterial Highway projects.

Of the said total of more than 3,100 rights of way acquired for the entire construction program during these two fiscal years nearly 15 percent were for Expressway and/or Controlled Access Arterial Highway projects.

During the fiscal year of 1949 possession of over 25 percent of the acquired rights of way for Expressways and Controlled Access Arterial Highways had to be obtained by instituting immediate-entry condemnation proceedings in the Circuit Courts of the various Counties, and, during the fiscal year of 1950 possession of more than 10 percent of such rights of way had to be similarly acquired.

Subsequently, however, over 55 percent of such cases as were instituted during the fiscal year of 1949, and, over 20 percent of such cases as were instituted during the fiscal year of 1950 were settled amicably before going to trial, and, in addition thereto, in each of these two fiscal years an additional small percentage of such proceedings were consummated on the basis of friendly trials held merely in order to obtain good title and/or have amicably agreed upon verdicts confirmed by the Courts.

Thus it has developed that even on Expressway and Controlled Access Arterial Highway projects approximately 90 percent of all of right of way acquitisions were either amicably negotiated in the original instance, ultimately were settled amicably out of Court, and/or were tried merely on the basis of friendly condemnations.

This record of right of way acquisition for this new type of project compares very favorably with the acquisition record for the construction program as a whole.

The above, plus other facts concerning Expressways and Controlled Access Arterial Highway rights of way were developed during their acquisition, while by no means conclusive, prompts thinking along the line that (1) the general public was not quite ready for such a volume of such projects as was undertaken; originally it did not in many instances think this Commission had the legal right to create such effects upon its property; and it had no yardstick by which to evaluate resulting damages (2) that as the skill of our personnel increased, the newness of such projects wore off, and, more and more of such right of way acquisitions were made, the basis of such acquisitions is gradually approaching that of Arterial Highways, namely one of value, and (3) that although right of way acquisition for such projects will continue to be very costly, and such projects will remain unpopular to property owners affected (at least for some time to come) as time goes on and such projects as are now under construction are opened to the public, this type of project will gradually become less of a problem than at present.

In addition to the over 3,100 individual rights of way acquired during this two year period, a total of 84 immediate-entry condemnation proceedings were settled amicably out of Court; 8 friendly and 31 contested condemnation cases were actually tried before juries, and, a considerable amount of work was performed looking toward the ultimate settlement and/or trying of many of the 57 condemnations pending as of June 30, 1950.

In the performance of the work of this Division, the accomplishments were due to the competent, conscientious supervision of R. Donald Wooten, Office, and LeRoy C. Moser, Louis A. Yost, Jr. and Carl A. Cline, Appraisals and Negotiations.

During the last half of the fiscal year of 1948, this Department began the gradual expansion of its field personnel in order to be able to cope with the then proposed accelerated program. This gradual expansion continued throughout the fiscal year of 1949 and extended somewhat into the fiscal year of 1950.

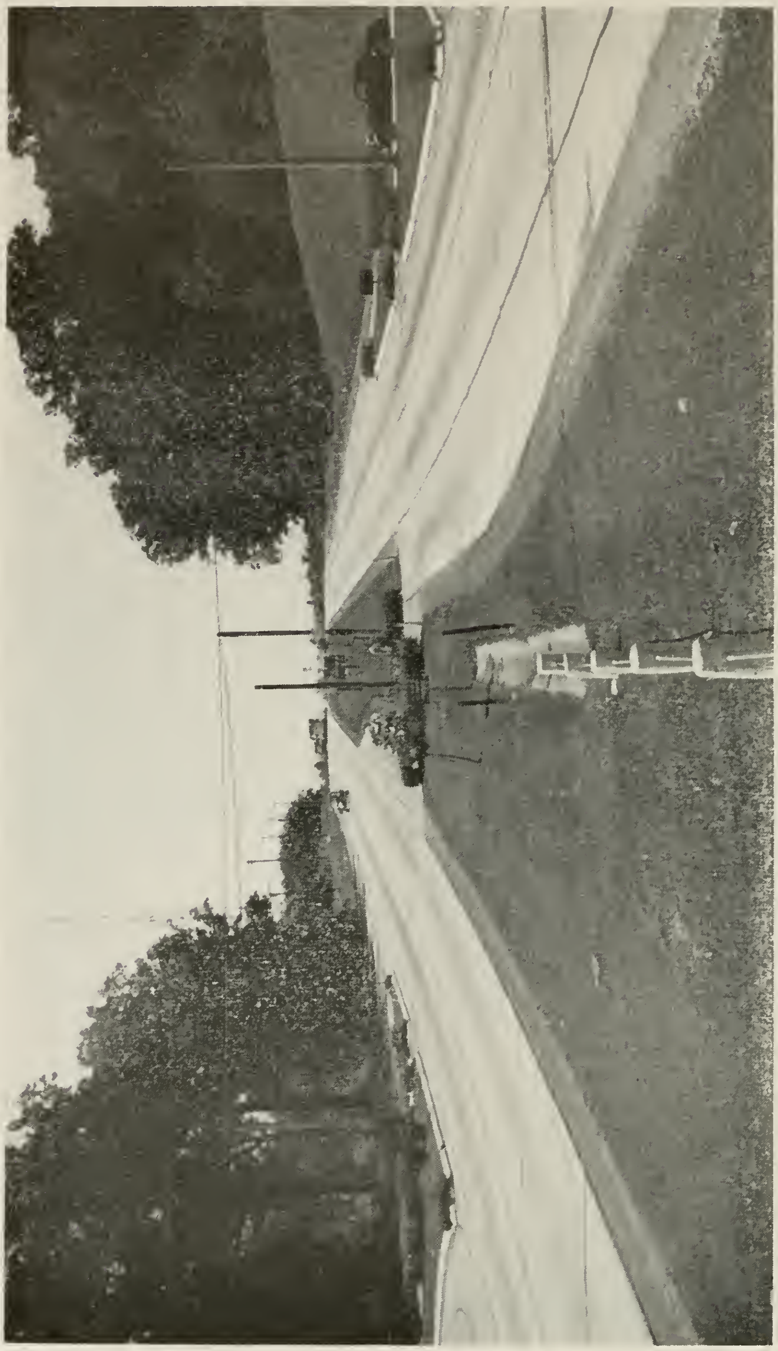
The training of new personnel for this type of work is a difficult procedure requiring considerable time. While it is in progress, the productivity of the trained personnel is, to a degree, curtailed.

While the new men naturally added something to the productivity of the Department during the fiscal year of 1949 the effect was gradual and not readily discernable until the fiscal year of 1950 during which there was secured over 70 percent more rights of way than had been secured during the previous fiscal year.

During the coming fiscal years, as the training of these and other new men progresses, this Department's fine record of accomplishment in the fiscal years 1949 and 1950 will be exceeded.

TRAFFIC DIVISION

GEORGE N. LEWIS, Jr.
Director



TYPICAL CHANNELIZED AND SIGNALIZED INTERSECTION OF DUAL HIGHWAY

TRAFFIC DIVISION

The Traffic Division of the State Roads Commission is charged with the responsibility of developing factual data, the keeping of records and analyses of highway statistics. In carrying out this assignment all important phases of planning information are kept current for the use of the Commission as a guide in the preparation of programs for the improvement and extension of the State highway system. The planning activities are based on data obtained by exhaustive studies made of the physical characteristics of all public highways, comprehensive traffic studies of the larger metropolitan areas, spot traffic studies, field investigations, road use studies and fiscal studies.

It is also the responsibility of the Division to review construction plans of proposed highways for traffic operation and safety features. The Division consults with other divisions in the design of interchanges and channelized intersections. The preparation and publication of the State General Highway Map, County General Highway Maps, Traffic Flow Maps, and the annual distribution of a State Tourist Map are among the mapping activities of the Division.

The erection and maintenance of traffic control signals are a function of the Division, as are the review of applications for permits for access to shopping centers, etc., and the enforcement of the weight and size limitations imposed by laws pertaining to the operation of commercial motor vehicles.

In addition to the administrative functions performed, the Director of the Division served in an active capacity on the following committees:

> Committee appointed by the Governor to prepare recommendations for the General Assembly of 1951 on the use of highways by trucks, tractors and trailers, and the permitted axle weights of these vehicles.
>
> Advisory Committee on the project, "Rural Road Needs and Benefits in Maryland" conducted by the University of Maryland in conjunction with several other State agencies.
>
> Committee of Trial Magistrates and State officials, to formulate a traffic safety program and bring uniformity to Maryland traffic laws.
>
> Secretary of the Interregional Council on Highway Transportation formed at Columbus, Ohio, in 1949. It was this Council which recommended the research project begun in May, 1950 to determine the effect of heavy axle loads on road pavements. The test, which has aroused national interest, is being conducted by the Highway Research Board on a section of U. S. Route 301 in Charles County, and is expected to require from six months to one year to complete. The project, which is the first of its kind using trucks with pneumatic tires, has been arranged cooperatively with the state highway departments of twelve states, including Maryland, and the District of Columbia.

Following is a brief resume' of the activities of the several sections of the Division:

TRAFFIC SECTION

Traffic Counts

The Traffic Section is under the immediate supervision of John L. Minteins, Supervisor of Highway Traffic Control.

At 18 strategically located stations traffic volumes have been recorded by means of photo-electric recording machines for each hour of the 24 hours and for each day of the year. These photo-electric recorders are kept in continuous operation and each is visited regularly once every four weeks at which time they are thoroughly inspected, adjusted, and the recording tapes are removed. Tentative plans have been made to install 10 additional permanent automatic traffic recording machines at other locations.

In addition to the 18 photo-electric counter stations now in use, there are 116 key stations at which seasonal counts are made four times each year. These counts are eight-hour manual counts, classified by type of vehicle, and are supplemented by 72-hour weekend counts made by portable automatic recording machines. For the purpose of securing these manual and automatic counts at the key stations the State is divided into two districts with a Traffic Recorder assigned to each. On a predetermined schedule, these two Recorders, each of whom is equipped with four portable automatic counters, secure the traffic counts at the key stations and a selected group of stations on secondary State roads. Recently this schedule was expanded to secure much needed traffic volume data on major county and local roads. The Division maintains, for the purpose of distributing the portable automatic traffic recorders, a 1½ ton truck with a specially built body divided into compartments to transport 64 portable counters, batteries, and accompanying miscellaneous equipment. The equipment is also used in the conduct of other traffic engineering studies.

The traffic volume information contained on the tapes removed from these machines is compiled and recorded on cards each covering a one-week period.

Copies of these cards are prepared and transmitted to the Bureau of Public Roads. These data, together with that from other states, make it possible for them to compute traffic volume comparisons and trends by years, and groups of years, and by regions of the United States.

The traffic volume data obtained by the Traffic Recorders and from the automatic equipment enables the Division to prepare monthly traffic tables for the use of the several departments of the Commission, the Bureau of Public Roads, and others who are vitally interested in this information.

The traffic volume data compiled by this Division has been kept current and is available by road sections on each road of the State highway system by years since 1937.

The total volume of traffic passing 13 of the photo-electric recorders by years 1941 to 1949, inclusive, and the first six months of 1950 is shown in the following tabulation with comparisons made with 1941, the last normal year before

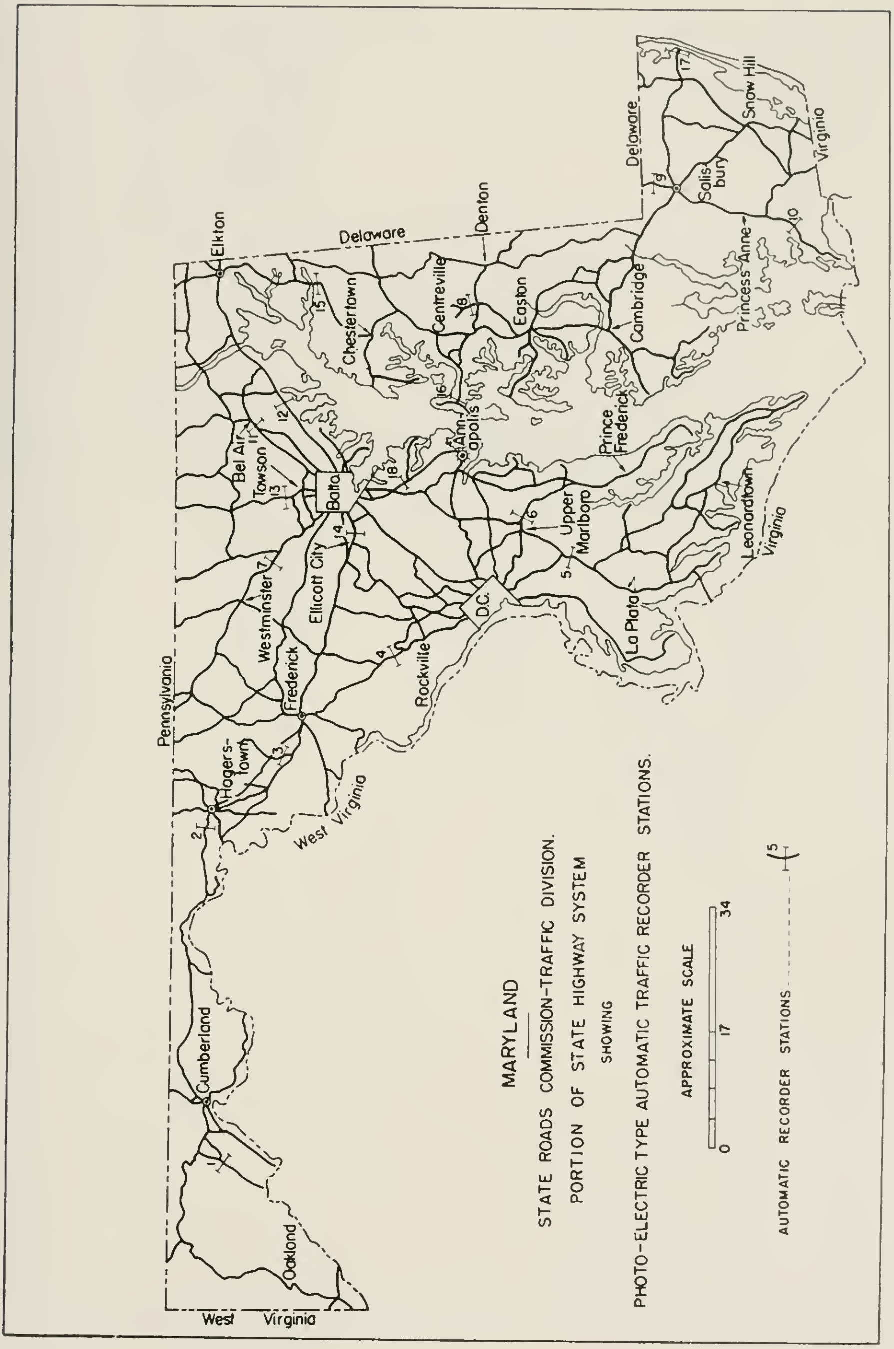
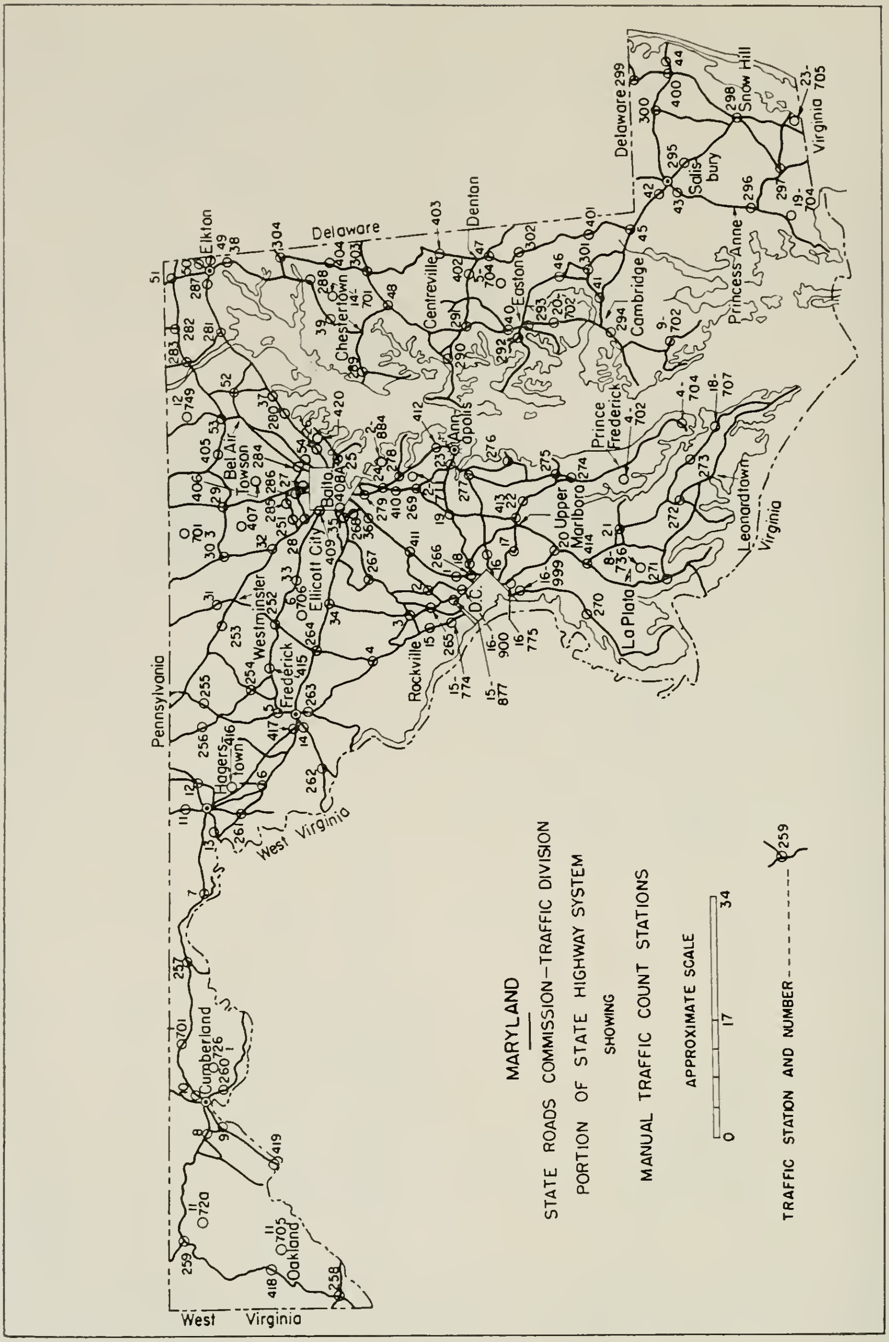


PHOTO-ELECTRIC TYPE AUTOMATIC TRAFFIC RECORDER STATIONS



MANUAL TRAFFIC COUNTER STATIONS

the war. Also shown is the percentage increase or decrease over each previous year.

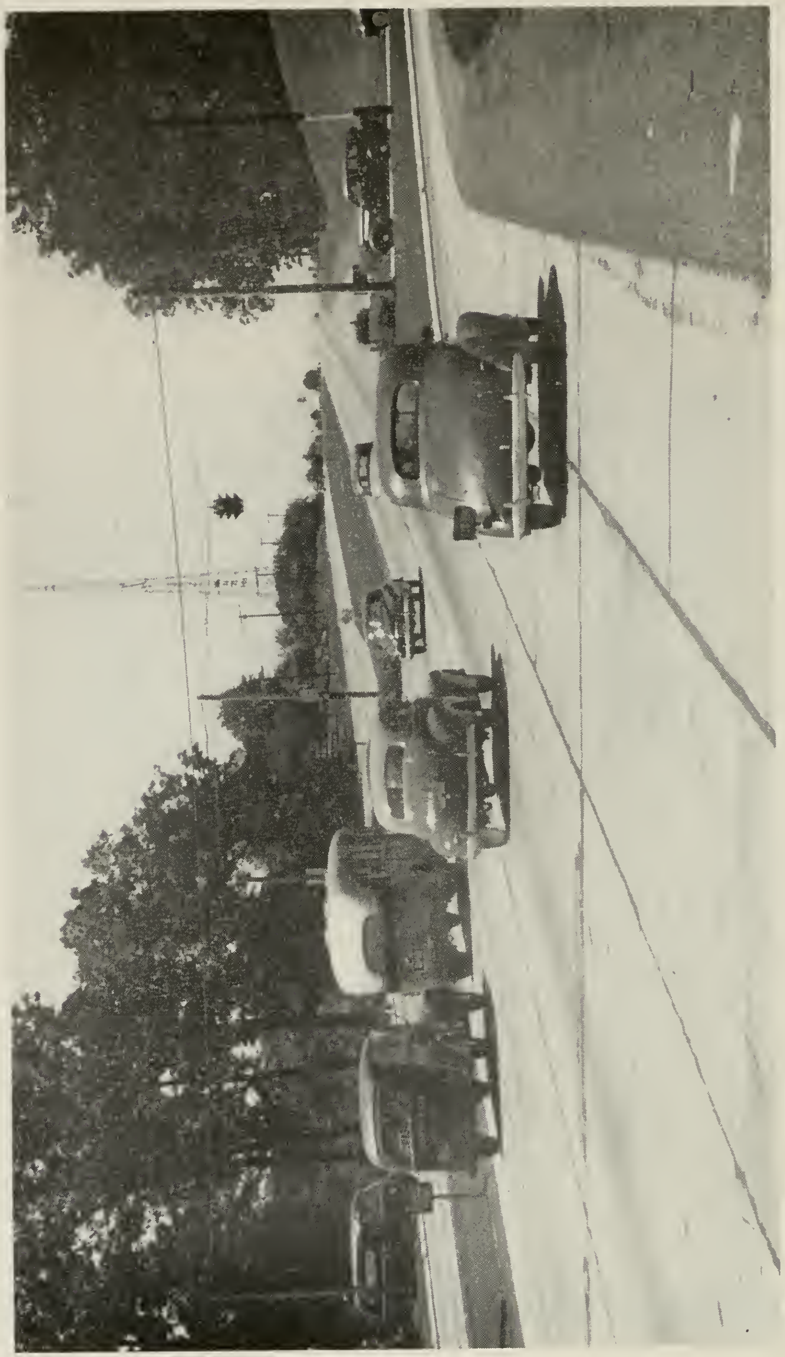
Year	Total Vehicles counted	Percent change Compared to 1941	Percent change compared to preceding year
1941	18,440,663	——	+12.08
1942	12,913,669	-29.97	-29.97
1943	10,600,804	-42.51	-17.91
1944	11,464,356	-37.83	+8.15
1945	12,659,701	-31.35	+10.43
1946	17,396,129	- 5.67	+37.41
1947	18,393,215	- 0.26	+5.73
1948	20,349,094	+10.35	+10.63
1949	22,613,352	+22.63	+11.13
1950	13,861,585	+32.69	+9.47

(January to June, inclusive)

The following tabulation shows the net gasoline consumption by years from 1941 to 1949 and the first six months of 1950 with comparisons made with 1941, the last normal year before the war, and with each previous year.

Year	Gallons	Percent change Compared to 1941	Percent change compared to preceding year
1941	355,524,287	———	+14.85
1942	300,696,894	-15.42	-15.42
1943	252,059,294	-29.10	-16.18
1944	264,219,063	-25.68	+4.82
1945	291,796,082	-17.93	+10.44
1946	371,557,222	+4.51	+27.33
1947	407,045,622	+14.49	+9.55
1948	440,998,738	+24.04	+8.34
1949	481,090,217	+35.32	+9.09
1950	254,704,781	+48.67	+12.77

(January to June inclusive)



TYPICAL DECELERATING AND ACCELERATING LANES ON DUAL HIGHWAY

Traffic volumes and gasoline consumption, both of which had reached new highs in 1941, declined rapidly during the early years of World War II due to gasoline and tire rationing. In 1944 traffic volumes began to increase, increasing each year, and in 1948 the previous high volumes of 1941 had been surpassed. This annual increase has continued and traffic volumes for the first six months of 1950 are 32.69 percent higher than those for the same period of 1941.

As indicated by the tabulations, the rate of change in gasoline consumption varies from that of the annual traffic volumes. This difference is due to the fact that the figures shown included the gasoline consumption in large cities while the traffic volume data were obtained in predominantly rural areas and do not reflect the travel habits of the heavily populated urban areas.

Signals and Controls

During the fiscal year ended June 30, 1949 traffic signals were installed at 15 intersections. One of these installations was made at the expense of the local authorities, who assumed the maintenance of this signal. Another was made with the cost being divided between this Commission and the local authorities, with the maintenance being assumed by the local authorities. The locations involved are as follows:

Location	*Date Put Into Service*	*Type*
Washington Blvd. and Gorman Avenue	8-24-48	Semi-actuated
Montgomery Avenue and Washington Street, Rockville	9-27-48	Fixed-time
Governor Ritchie Highway and Fourth Avenue	10-22-48	Semi-actuated
U.S. Route 50 and Md. Route 219 in Red House	11- 8-48	Flasher
U.S. Route 213 and Indiantown Road, in Vienna	11-17-48	Flasher
University Lane and Piney Branch Road, Seeks Corner	2- 4-49	Semi-actuated
*Pulaski Highway and Belair Avenue, Aberdeen	2-21-49	Fixed-time
Md. Route 193 and Md. Route 586—Wheaton	3-16-49	Flasher
Md. Route 193 and Md. Route 97—Wheaton	3-16-49	Flasher
University Lane and Riggs Road	3-23-49	Semi-actuated
†Philadelphia Ave. and Piney Branch Road, Takoma Park	3-29-49	Full-actuated
U.S. Route 522 and High Street, Hancock	3-30-49	Flasher
Washington Blvd. and Guilford Road	5-11-49	Fixed-time
Md. Route 26 and 27 in Taylorsville	6-22-49	Flasher
Washington Blvd. and Defense Highway	6-25-49	Full-actuated

* Installation by the State Roads Commission at town's expense.

† Installation by the State Roads Commission at 50 percent of expense, town paying remaining 50 percent, with maintenance to be done by the town.

In addition to these new installations during the fiscal year ended June 30, 1949, revisions were made to existing traffic signals at the following locations:

Location	*Date of Change*	*Type of Change*
Pulaski Highway and Landing Lane	9-17-48	Two-phase to three-phase
U.S. Route 301 and Md. Route 4—Wells Corner	11- 4-48	Two-phase to three-phase full actuated
Washington Blvd. at Beltsville	12- 9-48	Fixed-time to semi-actuated
Governor Ritchie Highway and 11th Street, Brooklyn	1-11-49	Flasher to semi-actuated
Governor Ritchie Highway and Md. Route 648, Glen Burnie	4-25-49	Installed green arrows
Pulaski Highway and Md. Route 7, at Stepney	5-20-49	Semi-actuated to flasher

During the fiscal year ended June 30, 1950 traffic signals were installed at 27 additional intersections. Two of these new installations were not at the full expense of this Commission. One was at the full expense of the county authorities who also assumed the maintenance, and the other was made with the cost being divided equally among this Commission, the County Commissioners, and the Town authorities, and the State Roads Commission forces are to maintain the signal at the expense of the County Commissioners and the local authorities.

During the fiscal year ended June 30, 1950 one of the traffic signals at the intersection of Southwestern Boulevard and Francis Avenue was removed owing to the completion of the new overhead structure at this location.

The locations where signals were installed during the fiscal year ended June 30, 1950, are as follows:

Location	*Date Put Into Service*	*Type*
U.S. Routes 13 and 113, south of Pocomoke	7–26–49	Flasher
Md. Routes 273 and 280, Fair Hill	7–28–49	Flasher
U.S. Route 50 and Md. Route 331, near Easton	9–10–49	Flasher
Ager and Riggs Roads	9–15–49	Full-actuated
Rolling Road at right angle turn to Relay	9–24–49	Flasher
Southwestern Blvd. and Sulphur Spring Road	10–20–49	Fixed-time
Southwestern Blvd. and Francis Avenue	10–20–49	Fixed Time
Queens Chapel Road and Chillum Road	11–25–49	Full-actuated
Colesville Road and Sligo Creek Parkway	1–24–50	Three-phase-two phases actuated
Queens Chapel Road and Hamilton Street	2– 7–50	Fixed-time
East-West Highway and 16th Street	2–17–50	Semi-actuated
Eastern Blvd. and Terrace Road	3– 8–50	Semi-actuated
Piney Branch Road and Sligo Road	3– 8–50	Semi-actuated
Charles Street Avenue and Boyce Avenue	3–23–50	Semi-actuated
*West Street and Division Street—Annapolis	3–28–50	Semi-actuated
Governor Ritchie Highway and 5th Ave., Glen Burnie	3–30–50	Semi-actuated
Georgia Avenue and Forest Glen Road	4–12–50	Semi-actuated
Piney Branch Road and Flower Avenue	4–13–50	Full-actuated
U.S. Route 301 and Md. Route 175—Anderson's Corner	4–19–50	Semi-actuated
Reisterstown Road and Sherwood Avenue, Pikesville	4–25–50	Semi-actuated
†Belair Road and Putty Hill Road	5–11–50	Semi-actuated
New Hampshire Avenue and Ray Road	5–11–50	Semi-actuated
U.S. Route 40 and Rolling Road	6–14–50	Flasher
East-West Highway and Grubb Road	6–15–50	Semi-actuated
Suitland and Silver Hill Road	6–23–50	Semi-actuated
Laurel By-pass (Second Avenue) and Bowie Road	6–23–50	Fixed-time
U.S. Route 50 and Md. Route 404	6–28–50	Flasher

* Installation by the State Roads Commission with the expense equally split among the State Roads Commission, the County Commissioners and the Town authorities. Maintenance done by the State Roads Commission at the Town and County Commissioners' expense.

† Installation by the State Roads Commission at County's expense.

The following is a record of the revisions which were made to existing traffic signals during the fiscal year ended June 30, 1950:

Location	*Date of Change*	*Type of Change*
Washington Blvd. and Defense Highway, at Peace Cross	7-25-49	Signalized additional spur.
Md. Route 2 and King George Street, Annapolis	9-27-49	Added green arrows for through traffic
Md. Route 193 and Md. Route 97, in Wheaton	11-21-49	Flasher to fixed-time
Md. Route 193 and Md. Route 586, in Wheaton	11-22-49	Flasher to fixed-time
Southwestern Blvd. and Francis Avenue	12-15-49	Signal removed

As of June 30, 1950, this Division was maintaining traffic signals at 148 locations, one of which is at the expense of the Westinghouse Electric Company, and another at the expense of the local authorities, leaving 146 signalized intersections being maintained at the Commission's expense.

There are now four employees assigned to signal installation and maintenance with headquarters at Southern Avenue Garage, Glen Burnie Garage, and the Marlboro Garage. There are three ladder trucks, one utility truck, and one pick-up truck assigned to this work.

In addition to the traffic signal work, these men replace bulbs on the existing bridges and the Matapeake and Sandy Point Ferry Terminals.

Special Studies

During the two fiscal years ended June 30, 1950, this Division made a total of 1,203 special studies. These studies were of various types and included traffic control at intersections, channelization, and studies of interchanges for proposed expressways. In addition, a review was made of 77 contracts and intersectional treatments and other recommendations were provided where necessary. Some of the more important of these were as follows:

Location	*Type*
Sandy Point State Park	Channelization
Parole	Interchange
Connection to Baltimore-Washington Expressway and Governor Ritchie Highway	"
Old Chesapeake R.R. Bridge at Paris	"
U.S. Route 240 and U.S. Route 15 south of Frederick	"
Urbana Interchange for U.S. Route 240	"
Hyattstown Interchange for U.S. Route 240	"
Washington National Pike and Md. Route 118	"
Washington National Pike and Md. Route 121	"
U.S. Route 301 and Md. Route 5, at T. B.	"
New Hampshire Avenue and East-West Highway	Channelization
T. B. toward Waldorf—Md. Route 5 and U.S. Route 301	"
U.S. Route 13—N. Division Street—Salisbury	Channelization and approach to overhead
Baltimore-Washington Expressway and Jessup Interchange	Interchange
Weighing Station Layouts for Pulaski Highway, Marlboro By-pass, Pine Orchard, Baltimore-Washington Expressway, Baltimore-Harrisburg Expressway—Susquehanna River Bridge Approaches	Channelization, approaches, etc.
Southwestern Blvd. and Baltimore-Washington Blvd.	Channelization, etc.
Prince Frederick By-pass	"
Hillsboro By-pass	"
Rockville By-pass	"
Laurel By-pass	"
Pocomoke By-pass	"

Other special studies made by the Traffic Division included the following:

> An extensive field study on the operation of the Chesapeake Bay Ferry System, including time of departure and running time for each vessel, capacity of vessels, length of delay and number of vehicles delayed and time required for loading and unloading.
>
> The data were compiled and analyzed and a report containing recommendations was prepared.
>
> Origin and destination study on Md. Route 4, near Hills Bridge to determine traffic potential to a proposed bridge over the Patuxent River.
>
> Origin and destination study on Md. Route 416, from which a map was prepared showing traffic potential to Chesapeake Beach R.R. right-of-way from Lyons Creek to Md. Route 260.
>
> Loadometer resurvey in the fall of 1948.
>
> From the accident records of the Maryland State Police an analysis was made of accidents on the Baltimore-Washington Boulevard and report prepared. The number and type of accidents was shown by month, hour of occurrence and by road section. Also included was the number of accidents by type per 1,000,000 vehicle-miles of travel.
>
> Tabulations were prepared showing traffic volumes during 1948 and 1949 for the 30 highest hours at each of the 18 photo-electric counter stations.
>
> Continued cooperation with the District of Columbia and Virginia on the Washington Metropolitan Area Transportation Study.
>
> Prepared Traffic and Highway Engineering reports for submission to the National Safety Council. These reports are compiled by the Council, and comparative ratings based on performance and accomplishments are assigned to each of the states for the year reported.

In addition to the special studies enumerated herein the Division supplied data from its records on 760 occasions to other divisions of the Commission, State and Federal agencies, and individuals.

INVENTORY AND MAPPING SECTION

Inventory

This section is under the immediate supervision of George W. Cassell, Supervisor of Inventory and Mapping.

The purpose of the road field inventory is threefold: (1) To secure factual data for the use of the highway administrator and highway engineer in programming projects for construction and reconstruction in preparation of annual budget requirements, especially allocation of maintenance funds, and in determining the geometrics of design of improvements; (2) to provide a basis for the preparation of the most widely used type of map—the highway map; and (3) to aid the counties in determining on a comparative basis with other counties the condition and extent of their highway plant.

During the biennium, road field inventory was completed for Frederick, Harford, Montgomery and St. Mary's Counties. The inventory of these counties included a total of 3,880.47 miles of public roads. In addition, a curvature and sight distance field survey was made on the State highway system covering

4,606 miles of highways. In March of each year, field inventory is made on those public roads reported by state and county officials as either being added to the various highway systems or having been improved by construction or reconstruction. These data are tabulated in such a manner that tables, reports, etc., of highway mileage by highway system and type of surfacing are currently up to date.

Field inventory data are used in the preparation of all annual mileage reports to the U. S. Bureau of Public Roads. The sight distance and curvature data, together with pertinent traffic flow data, are constantly being used to aid in determination of the order of priority of new construction, widening, and resurfacing projects.

Additions, deletions, and changes in surface type of the municipal street systems of all incorporated towns and special taxing areas have been kept current by this Division. The original inventory of the streets and alleys in these municipalities and special taxing areas was made in 1947 and was used as the basis for the distribution of gasoline tax and motor vehicle revenue funds for the fiscal year 1947-1948.

Chapter 560, Acts of 1947, required that each municipality or special taxing area submit a revision report to the State Roads Commission not later than December 31 of each year for the compilation of revised inventory tabulations for the ensuing fiscal year. During October of each year a form letter has been sent to each of these towns requesting submission of these revision reports, followed by a reminder on December 15.

The percentage of replies received has been high, 80 percent in 1948, and 84 percent in 1949. It can be safely assumed that those not replying had made no changes in the street systems of the respective towns.

The annual payments to the towns and counties, exclusive of Baltimore City, from the gasoline tax and motor vehicle revenue funds, averaged $454.00 per mile during the fiscal year 1948-1949, and $505.00 per mile for the fiscal year 1949-1950.

Within the two-year period covered by this report the following reports, tables, tabulations, etc., were prepared for the use of the U. S. Bureau of Public Roads and the State Roads Commission:

Annual State mileage reports showing mileage of State highways constructed, resurfaced, reconstructed, or otherwise improved.

Annual local mileage reports indicating all improvements to the county highway systems of the various counties.

Report indicating the existing condition and estimated cost of modernizing the Federal interstate highway system, prepared from special inventory data secured for each mile of highway on the system.

Charts, maps, and other graphic illustrations for use in a report of local road needs and benefits to The Congress of the United States.

Prepared and selected a Federal-aid urban system of routes through Cambridge, Frostburg, Frederick, and Hagerstown.

TAB

MILEAGE

MARYLAND STATE

TRAFFIC

MILEAGE OF ROADS ON THE COUNTY, MUNICIPAL, AND STATE HIGHWAY SYSTEMS, BY TYPES,

County	MILEAGE				A & B			C			D		
	Total	State	County	Mun.	State	County	Mun.	State	County	Mun.	State	County	Mun.
DORCHESTER	669.13	149.31	484.06	35.76		65.20	1.86		80.65	1.14		7.32	4.08
SOMERSET	414.70	109.14	287.29	18.27		13.05	0.78		185.23	0.87		3.80	1.52
WICOMICO	740.29	150.88	528.15	61.26		37.10	0.54		255.60	3.01		22.25	
WORCESTER	648.57	164.53	446.73	37.31		50.77	0.52		249.09	4.11		17.70	1.19
DISTRICT NO. 1	2,472.69	573.86	1,746.23	152.60		166.12	3.70		770.57	9.13		51.07	6.79
CAROLINE	640.05	150.79	460.38	28.88		3.20	0.86		359.91	0.73		96.73	4.18
CECIL	668.25	200.52	443.61	24.12		23.10	0.51		190.68	0.36		71.43	
KENT	390.34	155.74	224.07	10.53		9.36	0.33		46.67	0.70		66.23	
QUEEN ANNE'S	552.34	156.40	386.92	9.02		0.25	0.39		25.81	0.16		323.47	
TALBOT	421.57	124.53	269.04	28.00		4.05	0.42		18.15	0.13		108.09	3.48
DISTRICT NO. 2	2,672.55	787.98	1,784.02	100.55		39.96	2.51		641.25	2.08		608.95	7.66
ANNE ARUNDEL	1,001.58	270.55	711.09	16.94		40.19	0.40		58.75			7.78	
CARROLL	974.96	210.46	711.00	53.50		205.46	6.64		206.62	1.26		2.00	0.36
HOWARD	444.56	151.61	292.95			2.86			5.37				
MONTGOMERY	1,178.66	330.18	758.87	89.61		17.28	0.09		247.13	1.83		12.69	
DISTRICT NO. 3	3,599.76	962.80	2,476.91	160.05		265.79	7.13		517.87	3.09		22.47	0.36
BALTIMORE	1,673.74	297.04	1,376.70			49.66			100.53			118.17	
HARFORD	872.32	265.32	560.99	46.01		3.27	0.34		4.68	2.53		1.74	0.31
DISTRICT NO. 4	2,546.06	562.36	1,937.69	46.01		52.93	0.34		105.21	2.53		119.91	0.31
CALVERT	322.17	122 50	188.20	11.47		54.29			36.11			1.10	
CHARLES	554.14	278.04	268.88	7.22		28.32			17.18				
PRINCE GEORGE'S	1,012.67	278.32	489.92	244.43		0.07	2.33		2.28	6.85		0.23	3.45
ST. MARY'S	479.67	210.20	267.95	1.52		38.13			13.55			1.10	
DISTRICT NO. 5	2,368.65	889.06	1,214.95	264.64		120.81	2.33		69.12	6.85		2.43	3.45
ALLEGANY	804.91	155.79	486.24	162.88		61.80	0.96		266.43	2.62		5.60	
FREDERICK	1,349.82	299.05	960.79	89.98		18.58	1.36		0.33	2.68		25.59	0.07
GARRETT	914.13	118.86	722.21	43.06		132.88	1.28		270.40	2.78		0.40	
WASHINGTON	995.97	226.46	628.14	141.37		100.41	0.62	0.17	88.90	1.53	8.65	1.97	0.32
DISTRICT NO. 6	4,064.83	830.16	2,797.38	437.29		313.67	4.22	0.17	626.06	9.61	8.65	33.56	0.39
STATE TOTAL	17,724.51	4,606.22	11,957.18	1,161.14		959.28	20.23	0.17	2,730.08	33.29	8.65	838.39	18.96

A & B, unimproved; C, graded and drained; D, soil-surfaced; E, gravel, stone, etc.; F & G, Low-type bituminous; H & I, high-type bituminous; J, concrete; K, brick; L, block.

Special improvement districts mileage in Prince George's County included with Municipal Mileage.

County Urban and Rural Mileage listed under County Mileage.

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REPORT

ROADS COMMISSION

DIVISION

BY COUNTIES, AND BY DISTRICTS AS OF JANUARY 1, 1950

E			F & G			H & I			J			K			L		
State	County	Mun.	State	County	Mun.	State	County	Mun.	State	County	Mun.	State	Cty.	Mun.	State	Cty.	Mun.
	246.15	4.20	5.28	77.44	23.03	71.10	7.30	0.25	72.72		0.38	0.21		0.82			
	42.32	1.29	8.99	42.89	10.73	38.21			61.91		3.08						
	35.33	0.49	16.60	177.87	14.02	58.68		41.06	75.60		1.43			0.71			
	36.24	2.21	25.40	92.63	15.24	46.76	0.20	10.08	92.37	0.10	3.96						
	360.04	8.19	56.27	390.83	63.02	214.78	7.50	51.39	302.60	0.10	8.85	0.21		1.53			
	29.19	9.49	24.52	31.34	10.43	42.04	0.01	1.00	84.23		2.25						
	97.91	6.75	18.86	53.03	15.37	71.99	1.61	0.87	109.67	0.45	0.26						
	82.61	1.74	22.18	18.90	6.94	35.22	0.40	0.82	98.34								
	0.92	4.09	41.95	36.34	2.13	38.27	0.10	0.72	76.18		1.23						
	91.60	5.60	8.44	46.65	11.04	35.33	..	5.23	80.76	0.50	2.10						
	301.63	27.61	115.95	186.16	46.21	222.85	5.12	8.64	449.18	0.95	5.84						
4.19	242.70	1.65	54.53	363.84	0.02	129.48	0.14	8.44	82.35	0.69	3.75			2.68			
	24.90	8.68	24.37	124.79	16.70	97.48	146.13	17.40	88.61	1.10	2.46						
	219.22	....	7.93	61.41	...	81.24	1.67		62.44	2.42							
	130.01	15.18	6.85	228.45	25.82	217.75	96.22	27.15	105.58	27.09	19.54						
4.19	616.83	25.51	93.68	778.19	42.54	525.95	244.16	52.99	338.98	31.30	25.75			2.68			
..	123.45	....	1.96	655.09	..	177.51	163.20	.....	117.57	166.60							
..	351.33	19.90	9.66	39.24	18.22	155.67	159.74	3.53	99.99	0.99	1.18						
	474.78	19.90	11.62	694.33	18.22	333.18	322.94	3.53	217.56	167.59	1.18						
	55.26	8.78	92.86	11.44	2.69	20.81	.....		8.83								
12.69	189.64	3.23	211.44	33.74	3.99	18.01			35.90								
	248.85	75.42	90.72	209.41	85.23	131.88	27.47	33.48	55.72	1.61	37.67						
	141.02	1.10	147.12	69.72	..	52.19	4.43	0.42	10.89		..						
12.69	634.77	88.53	542.14	351.31	91.91	222.89	31.90	33.90	111.34	1.61	37.67						
	20.13	76.72	15.42	116.31	32.11	94.22	15.97	20.23	46.15		8.27			21.89			0.08
	610.75	31.60	15.68	1.40	40.54	196.13	303.65	10.42	87.24	0.49	3.31						
	147.44	22.85	4.35	161.56	13.51	92.49	9.53	1.29	52.02		1.31			0.04			
1.34	110.95	29.98	15.39	255.48	43.19	168.71	70.43	39.27	32.17		25.11			1.35			
1.34	889.27	161.15	50.84	534.75	129.35	551.58	399.58	71.21	217.58	0.49	38.00			23.28			0.08
18.22	3,277.32	330.89	870.50	2,938.87	391.25	2,071.23	1,011.20	221.66	1,697.24	202.04	117.29	0.21		27.49			0.08

Presented factual data to substantiate numerous additions and extensions to the Federal-aid secondary system as requested by the various Boards of County Commissioners.

Prepared maintenance cost data by type and width of surfacing for each section of the State highway system for the fiscal years 1946 through 1949. Secured data and presented a report on the Local Highway Administration of the twenty-three Maryland counties to the Bureau of Public Roads. Prepared maps showing the progress of the State highway improvement program from 1948 to the present time for use in a display for the 1950 Legislature.

Mapping

Realizing the need for a new series of maps showing the expanding road systems throughout Maryland, the Traffic Division launched on a program of redrawing county and State maps according to modern mapping methods. In order to further the use of the Maryland coordinate system a change in the map projection was made, the Lambert Conformal Projection being substituted for the polyconic projection.

To meet the public demand for maps in colors, the new maps were prepared showing the State highway system in red, the drainage areas in blue, and the remaining map features in black.

During the period covered by this report a total of nine new maps were completed. Of these nine maps, five have been published, three are now in the process of being lithographed and one is awaiting approval of the Bureau of Public Roads. The new maps, in full colors, published to date are as follows:

1—State Map Series
    a. 1949 Edition of the Official Tourist Map
    b. 1950 Edition of the Official Tourist Map
    c. State of Maryland Map—Wall size
    d. Principal Cities of Maryland Map—Wall size

2—County Map Series
    Anne Arundel County

Four maps of the area adjacent to the District of Columbia in Montgomery and Prince George's Counties are now being prepared. With the completion of these four maps, a complete set of large scale up-to-date maps for the metropolitan areas adjacent to Baltimore and Washington, D. C., will be available for the first time.

In addition to the above, maps (in black and white) of all counties have been revised to dates varying from 1948 to 1950. These are now available in lithographic form.

The demand for the various highway maps is ever increasing as evidenced by the distribution of the 1950 official tourist map and county map series. In addition to 65,000 tourist maps, 511 State and 5,619 county maps were distributed during the period covered by this report.

The method of color separation, design, and procedure in highway mapping, as developed by this Division, is now being used by the U. S. Bureau of Public

Roads as an example for other states to follow. The recent U. S. Bureau of Public Roads publication "Manual of Standard Procedures for Preparing State and County Maps" includes a plate of the Anne Arundel County map as an example of desirable mapping methods.

The Division reviews and notes correction for all maps of Maryland prepared by various agencies such as the Maryland Department of Geology, Mines, and Water Resources; Rand McNally Company; American Automobile Association; Keystone Automobile Club; H. M. Gousha Company; Hearne Brothers; Army Map Service; U. S. Geological Survey, and numerous others.

Each year the Division prepares a map of the State highway system showing the annual average daily highway traffic at all intersections of State numbered routes. Such traffic flow maps are widely used by oil companies, realtors, builders, State police, etc.

FISCAL

For submission to the Bureau of Public Roads data were obtained from each of the twenty-three counties, regarding the source of all local highway funds spent on county highway construction and maintenance for the calendar year 1948.

At the request of the American Association of State Highway Officials a study was made of the Federal-aid system to determine which highways and streets were below the standards set by the Association. Cost estimates were prepared showing the amount of money necessary to widen, resurface, reconstruct these highways and streets to meet these standards. This information was used in support of the Association's recommendation to Congress for additional Federal-aid authorizations.

The following reports were prepared and submitted to the Bureau of Public Roads:

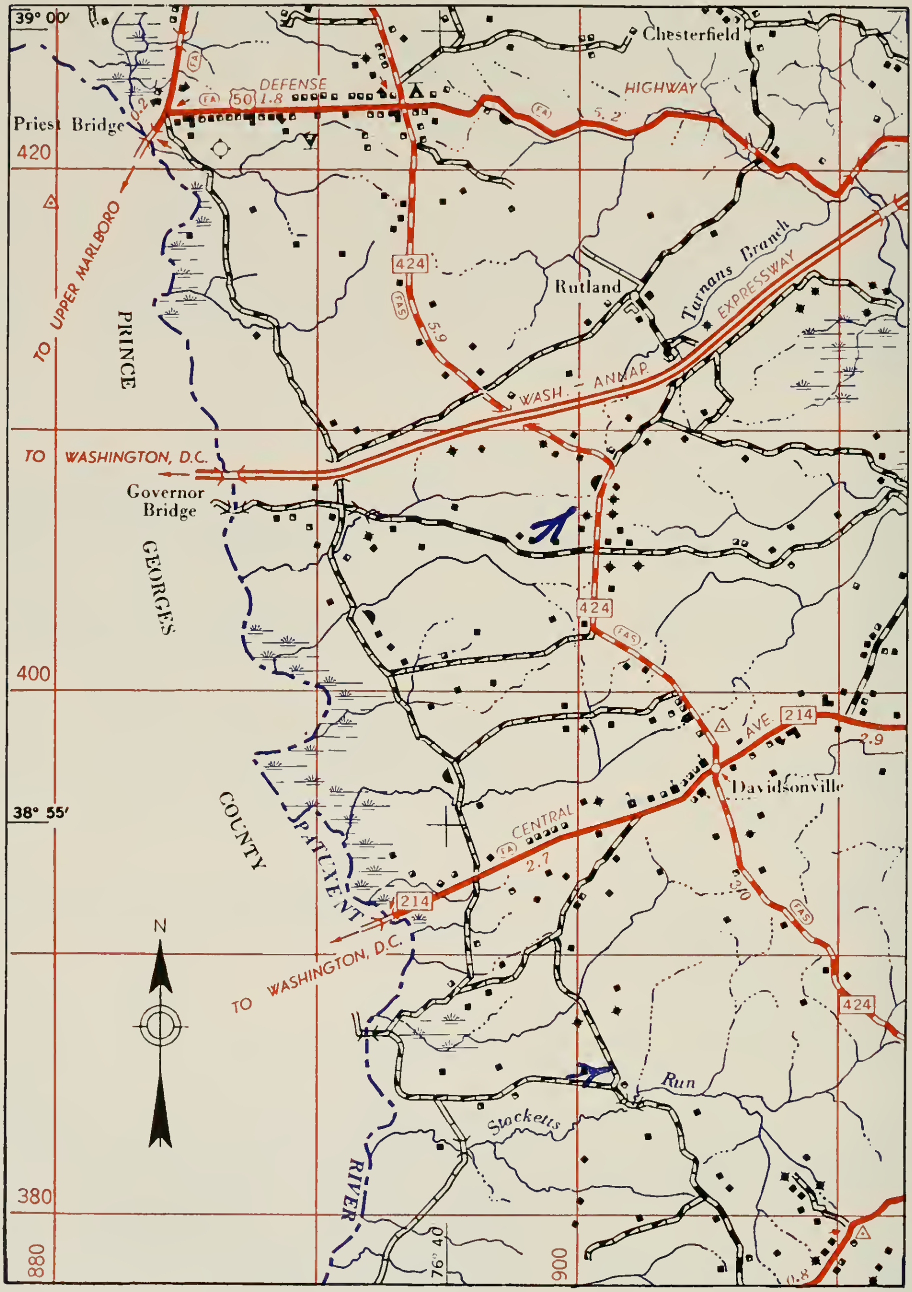
Name of Report	*Period covered by report*
Motor Vehicle Registration Statistics	Month, calendar and registration year
Actual Gallons of Gasoline Sold	Month and calendar year
Application of Gasoline Tax Revenue	" " " "
Distribution of Refunds	" " " "
Distribution of Motor Vehicle Receipts	" " " "
Retail Prices of Gasoline	Monthly

BUREAU OF CONTROL SURVEYS AND MAPS

On May 15, 1950 the Bureau of Control Surveys and Maps was reactivated as part of the Traffic Division by action of the State Roads Commission.

For a number of years the engineers and surveyors of Maryland have felt the need for a central office where information and assistance could be secured regarding surveys and mapping, as provided for in Chapter 628, Acts of 1939, which authorized the formation of the Bureau of Control Surveys and Maps.

SECTION OF A GENERAL HIGHWAY MAP OF ANNE ARUNDEL COUNTY, MARYLAND



A modest beginning had actually been made by the late Mr. C. V. Kegarice as Engineer-in-Charge, but with the outbreak of hostilities it was necessary to close the office for the time being. Some progress, however, was made informally and on a voluntary basis by a committee composed of Wm. F. Childs, Jr., Dr. Joseph T. Singewald, B. E. Beavin and C. F. Merriam, in order to demonstrate what could and should be accomplished.

With the initial staff, activities are limited, but there is ahead a vast amount of work with which this Bureau is specifically charged under the Act of 1939.

Plans have been drawn to accomplish these objectives as economically as possible. The first problem was to select those lines of endeavor which would best satisfy the most pressing needs. The interest of the entire engineering profession was solicited to aid in making the office as effective as possible in bringing about the economics through the coordination of effort in the field of surveying and mapping.

The Advisory Committee is composed of S. S. Steinberg, Dean of Engineering University of Maryland, Chairman; Wm. F. Childs, Jr., Chief Engineer, State Roads Commission; and John B. Funk, Chief Engineer, State of Maryland.

TRAFFIC STUDIES IN INCORPORATED TOWNS

This section is under the immediate supervision of Ernest W. Bunting Traffic Analyst.

Using the on-street interview method developed by this Division in the Hagerstown Traffic Study (July 1947) comprehensive traffic studies were made in Frederick, Cumberland, and Salisbury. The report of the Frederick Traffic Study was published and released for distribution in January 1949 and the report of the Cumberland Traffic Study in June 1950; the report of the Salisbury Traffic Study is in the process of publication and will be released early in September.

The study in each of these towns was inaugurated by a request from the town officials to the State Roads Commission. This request was transmitted to the U. S. Bureau of Public Roads and a meeting was arranged between representatives of the participating agencies. An estimated cost of the study, prorated as follows, was prepared by this Division:

U. S. Bureau of Public Roads	50 percent
Maryland State Roads Commission	25 percent
Town requesting study	25 percent

In the Salisbury Study, the County Commissioners of Wicomico County contributed a portion of the Town's share of the cost.

The purpose of these studies was to obtain information and facts pertaining to the traffic problems of the several towns. These facts are essential in determining proper solutions of the traffic problems and are necessary in the selection of the Federal-aid urban systems of the towns.

The preliminary preparations for these studies were completed in the office of this Division. Maps were prepared and code numbers assigned to various parts of the areas under study, the counties in which they were located, and other sections of the State. Coding manuals and manuals on field procedure were also prepared for use in the studies.

In order to obtain the necessary information regarding the major traffic movements the field phase of the studies was divided into two parts: (1) Internal Survey; and (2) External Survey. For the Cumberland and Salisbury Studies, cordon lines were established around the central business districts and outbound motorists were stopped and interviewed at stations located on streets intersecting these cordon lines. Similarly, the corporate boundaries of Cumberland and Salisbury were used as external cordon lines along which outbound motorists were stopped and interviewed. In the Frederick Study, however, it was found that one cordon line, intermediately located, was sufficient to obtain the necessary information regarding both the internal and external movements of traffic.

With the exception of two supervisors from this Division, the entire personnel used on each of these studies was recruited in the town where the study was conducted. Approximately thirty youths, mostly high school and college boys on vacation, were given employment for five or six weeks during each of these studies.

The interviewing was conducted between 7:00 a. m. and 11:00 p. m. on a schedule designed to operate all stations in such a manner as to secure the maximum number of interviews and to prevent the loss of much valuable data by permitting a motorist to by-pass an interview station by making a short detour. During the interviewing, a manual count of vehicles classified by type of vehicle, was made for both directions of travel across the cordon lines. At the same time, 24-hour counts were made with automatic traffic recorders and the results were correlated with the 16-hour manual counts to expand the interviews obtained to the average 24-hour traffic volumes.

At the conclusion of the interviewing schedule, a majority of the personnel was brought into an office, provided for this purpose by the municipal officials, and instructed on the coding procedures used. The coding of the data obtained in the field was completed in each of the towns studied, after which the coded interview forms were brought to Baltimore for punching of the electrical accounting machine cards.

After completion of the transfer of the data obtained on to punched cards, these cards were tabulated by means of electrical accounting machines. The tabulations were compiled and maps and charts were prepared showing the desire lines of travel for the various types of traffic movements. From these desire lines of travel a composite pattern of travel was obtained and presented in the report as the major directional desire lines of travel.

The results of the tabulations and the accompanying maps and charts were studied and analyzed and the findings presented at another meeting of representatives of all participating agencies. At the meeting all previous route proposals recommended for the area under study were reviewed and new proposals were suggested and studied.

The proposed recommendations accepted for further consideration were then inspected in the field and approximate lines for the routes were selected. These proposed routes were then analyzed and the traffic potential to each, singly or in combination with each other, was assigned. On the basis of this traffic assignment the route or routes which benefited the greatest number of motorists were selected for further consideration.

Following the route selections additional extensive field investigations were made and in cooperation with the Bridge and Construction Divisions of the State Roads Commission, cost estimates for each route selected were prepared. A description of the routes proposed and the estimated costs were included in the report under "Ultimate Plan."

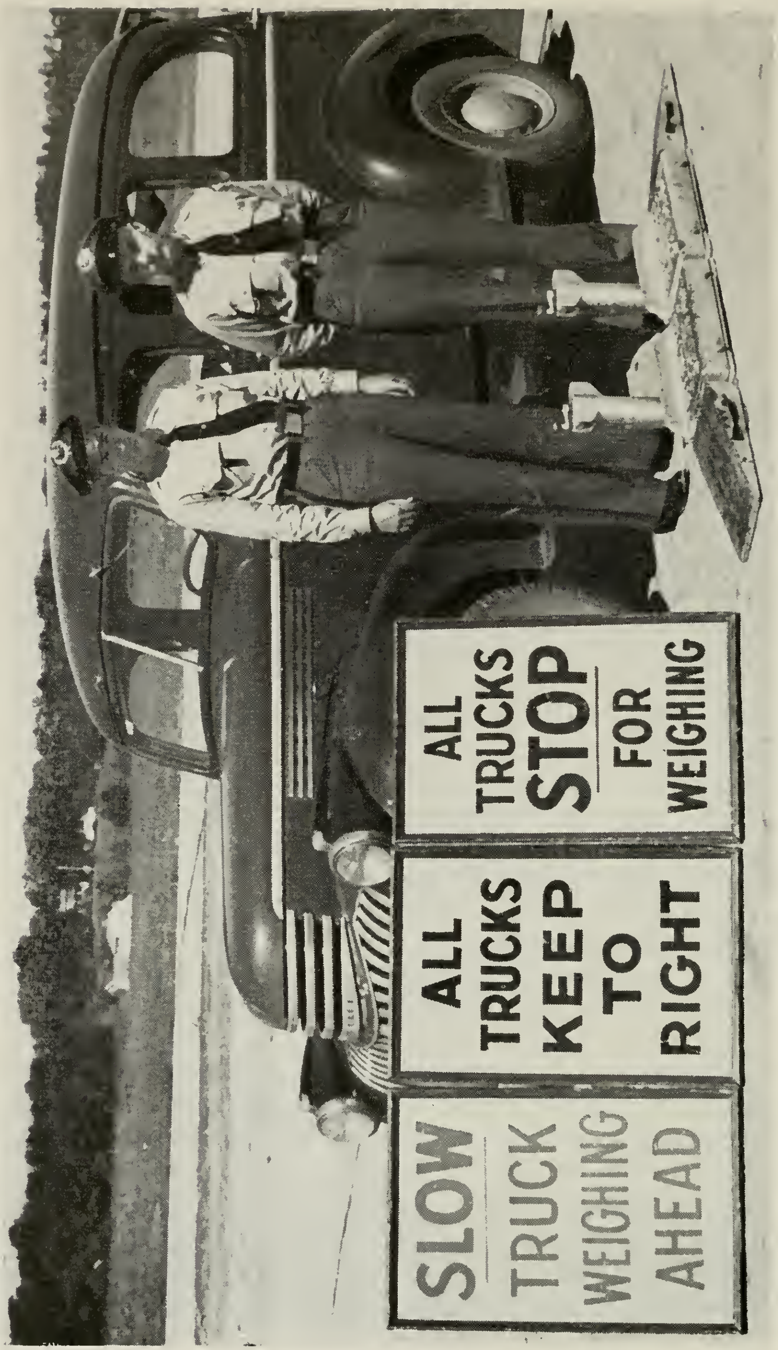
In addition to the major construction projects included in the Ultimate Plan, a number of less costly recommendations were made as a part of the Interim Plan. These were intended to provide partial and immediate relief to the towns pending the accumulation of funds for the construction program recommended in the Uultimate Plan and included recommendations for—one-way streets, by-pass routes, street widening, alteration of automatic signal timing, lane marking, revision of parking regulations, creation of a Parking Authority, etc.

The Ultimate and Interim plans, as included in the report of the Frederick Traffic Study have been adopted as a part of the master plan of the Frederick Metropolitan Area. By-pass routes suggested in the report to enable through traffic, including trucks, to avoid the congested downtown area, have been put into operation.

Although the report of the Cumberland Traffic Study has been published very recently, plans are being made to convert Bedford and Frederick Streets into a pair of one-way streets as recommended in the Interim Plan of the report.

At the request of the Bureau of Public Roads additional copies of the report of the Hagerstown Traffic Study were printed and one copy was sent to the highway department of each of the remaining 47 states, and 100 copies sent to the Bureau of Public Roads for distribution.

Preliminary plans for the conduct of a traffic study in the Annapolis Metropolitan Area have been completed. All schedules, maps, and field and coding manuals have been prepared. This study is estimated to cost $12,000 and the field work is scheduled to begin early in July, 1950.



ONE OF THE FIFTEEN TRUCK PATROL PARTIES

TRUCK PATROL

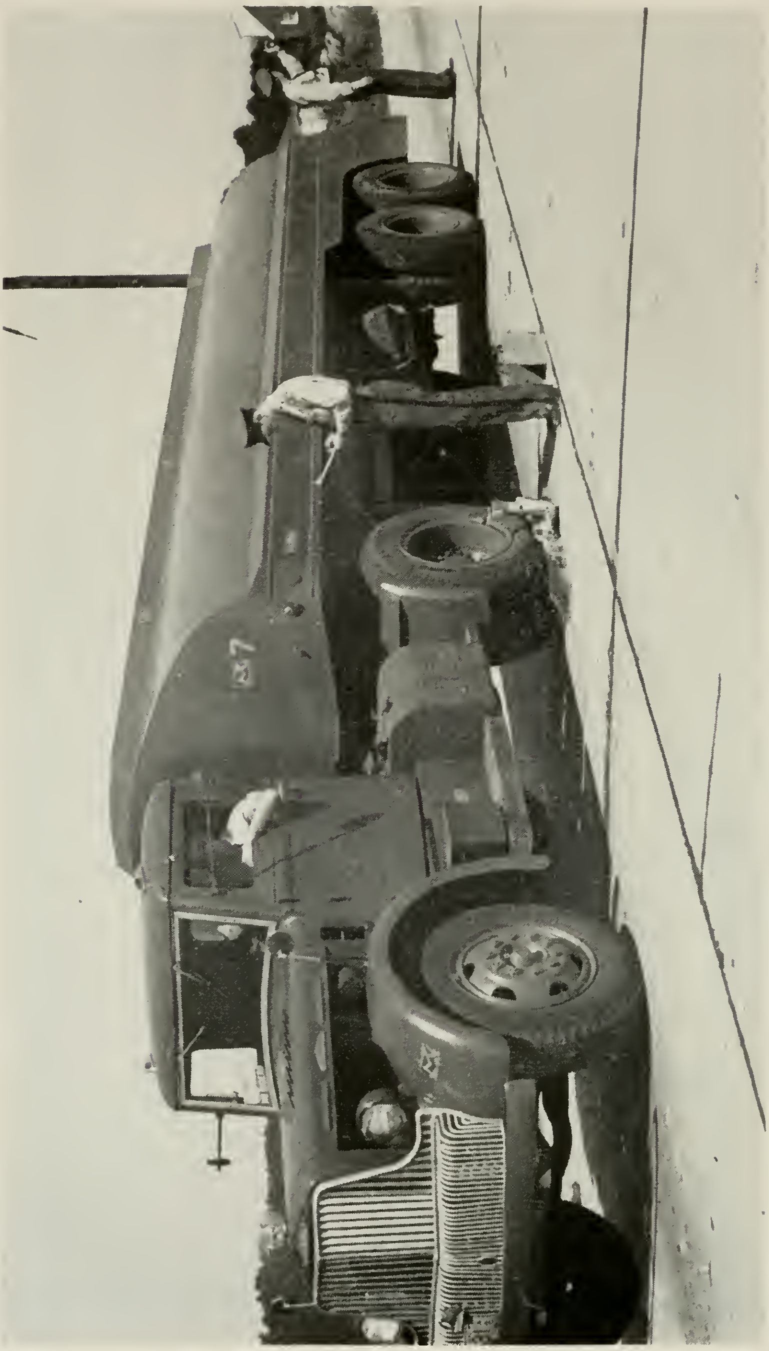
The Traffic Division has conducted, every other year, factual studies of the weight and size of commercial vehicles at ten strategically located stations on the State highway system. The data obtained in the study made during the fall of 1948 indicated an unprecedented number of vehicles having axle and gross weights in excess of those permitted by the sections of the Motor Vehicle Code which regulate the weight and size of trucks.

The great number of these violations, together with a rapid breaking up of some highways which had become more apparent in recent years, brought about a decision by the Commission to place weighing crews in the field.

On February 14, 1949, five weighing crews were formed, under the immediate supervision of George W. Mooney, each crew consisting of one Junior Engineering Aide II and two semi-skilled laborers. Each crew was accompanied by a Trooper of the Maryland State Police who issued the summons and made the arrest whenever a violation occurred. The five crews continued operations until February 25, 1950, when it became obvious that five crews were not sufficient to adequately patrol the primary State highways. The following day six additional crews were added making a total of eleven. This expansion resulted in too much of a drain on the personnel of the State Police and it was decided to train the men and place them in uniform under the powers conferred by Section 22 of Chapter 560, Acts of 1947.

It was necessary to increase the crews from three to four men in order to replace the State Troopers who had returned to their regular assignments. Additional personnel enough to form fifteen crews, was recruited and the classification of Truck Patrolman was created with specifications similar to that for State Troopers.

The Truck Patrolmen were trained in all aspects of their duties by the Maryland State Police at their Training School in Pikesville. The training period began on April 24, 1950 and was concluded on May 19, 1950. The newly formed crews were supplied with field uniforms and each crew was assigned a carry-all truck equipped with two-way radio on the same frequency as the State Police. The mobility of these units has been a primary factor in the apprehension and conviction of many violators who would have avoided a permanently fixed weighing station.



WEIGHING OPERATION BY TRUCK PATROL TO DETERMINE OVERLOADING

Following is a brief resume' of the truck weighing operations:

	February 14, 1949 thru June 30, 1949	July 1, 1949 thru June 30, 1950
Trucks weighed	34,703	154,313
Arrests	1,610	3,533
Cases tried	1,441	3,561
Cases pending trial	169	141
Number fined	1,300	3,306
Number suspended	92	160
Number dismissed	48	84
Number jailed in default	1	—
Number jailed five days	—	8
Nolle Prosse due to Death of driver	—	3
Amount of fines	$38,587.65	$122,103.95

PERMITS AND OUTDOOR ADVERTISING

AUSTIN F. SHURE
Assistant to Chief Engineer

U. S. ROUTE 40—KEYSER'S RIDGE TO PENNSYLVANIA STATE LINE. PENNSYLVANIA BOUNDARY IN BACKGROUND

PERMITS AND OUTDOOR ADVERTISING

CONTROL OF THE HIGHWAYS

During the year 1868, the Maryland Legislature passed the following enactment for the benefit of the Telegraph Company of those days.

> "It may construct a line or lines of telegraph through this State or from or to any point or points within this State, and upon the boundaries thereof and along and upon any postal roads and postal routes, roads, streets and highways or across any of the bridges or waters within the limits of this State by the erection of the necessary fixtures, including posts, piers, or abutments for sustaining the chords or wires of such lines without their being deemed special nuisances or subject to be abated by any private party, provided the same shall not be so constructed as to incommode injuriously the public use of said postal routes, roads, highways and bridges or injuriously interrupt the navigation of said waters or interfere with the convenience of any landowner more than is unavoidable."

For many years, therefore, the apparent, never-ending line of poles along the strip of land occupied by the highway has provided a means whereby the trunk and branch lines of the telephone and the electric light service might spread throughout the communities and the country.

Throughout the same strips of land, the numerous and sundry types of construction providing access with the highway from the adjacent homes and places of business enables these people to enjoy the full use of the highway, the service it renders and to profit from the business derived therefrom.

The developer who constructs the home units either in the form of individual dwellings or apartments builds his streets with access to the highway in a manner which fits into his scheme of things and to the best advantage of his purchasers and renters.

The advertisers use the land adjacent to the highways as being a location most advantageous for bringing to the attention of the public the commodities their clients have for sale, and finally, as a result of the demand for immediate service, there is the tremendous increase in movement of large and heavy units over the highway.

All of these private and special interests have been given the right to make use of the highways in one form or another. There are legislative enactments granting these rights, but all such enactments contain provisions for the control of these matters. The highway must be maintained as a means for transportation and any movement detrimental to the safety of such transportation must be curtailed. The mechanics set up for this control is the franchise or what is commonly known as a permit.

In the 1947 and the 1948 Operating Report of the State Roads Commission, the basic laws for the control of the highway and the practical application of the laws were set up under the section set aside for "Permits and Outdoor Advertising."

These regulations, however, are not sufficiently comprehensive to meet the many changes and additional problems. New highway construction with the denial of access and the removal of all forms of utility installations from within the limits of the right of way, will, to a very great extent, materially reduce the ever-increasing permit problems within such areas. The original highway system remains, however, providing access to all properties and a space for all public utilities.

The urgency, therefore, for proper control is most necessary and attention is directed to the following problems which must be solved and which will require legislative enactment:

(1) Adequate legislation requiring the property owner to carry out the terms of a permit for access with the State highway. Very definite standard plans have been prepared for the standardizing of such things, but the abuse has become so common that there is little resemblance to standards in the actual construction of such access facilities. The apparent disregard of such requirements detract from any pleasing appearance which the highway might have and offers no assurance of safety upon leaving or entering the highway. As an alternative to legislative enactment for the control of such matters as contained herein, a form of guarantee is insisted upon in a number of instances where the highway is to be materially affected by such private installations as the breaking of the surfacing or facilities of one form or another which might affect traffic safety or disturb the disposition of surface drainage. This security is provided by means of the acceptance of a Service Bond or Certified Check as an assurance of good faith and which is returned to the owner or maker upon the completion of the provisions of the permit. While questions have not risen with respect to the legal use of such a requirement, its application as a general practice is questioned.

(2) The lack of control of any kind to such "off the highway installations," and in this connection reference is made particularly to the open-air theater where the screen is visible from the highway. There is no statute requiring that the screen be constructed so it is not visible from the road. Means are available, however, for the control of traffic both

entering and leaving the highway by the construction of "off highway" storage facilities and by traffic signals. Special policing is necessary, however, to avoid shoulder parking which is found to be troublesome in some cases.

(3) Special committees are at work in the formation of reasonable regulations for the control of overwidth, overlength, and overweight truck movements. However, attention is directed to a clarification of the present laws which are not sufficiently clear nor comprehensive to dispose of all the problems encountered.

All matters which have to do with the control of the highway require continuous inspection, prompt attention, and adequate policing. Standards are available for every form of procedure.

The permits issued for the control of the highway during the period from July 1, 1948 to June 30, 1950, inclusive, under the general supervision of Miss Anne T. Stickles, are listed as follows:

	June 30, 1948 to July 1, 1949	June 30, 1949 to July 1, 1950
TRAFFIC SIGNALS	13	15
FREEWAYS	55	46
UTILITIES	3,842	3,334
SPECIAL HAULING	4,740	5,540
REVENUE FROM SPECIAL HAULING	$47,140.00	$60,590.00

Outdoor Advertising

The administration of the Outdoor Advertising Law, requiring the issuance of licenses and tags for all signs and billboards within 500 feet from the limits of State highways, involved the following activities, under the general supervision of Paul E. Sutherland, during the period covered by this report:

July 1, 1948 to June 30, 1949

Sign License Revenue	$ 4,333.36
Sign Permit Tags Revenue	14,803.24
Total Revenue	$19,136.60

126 Signs of General Nature removed from road.
1900 Signs of Cardboard Type removed from road.
24 Signs on Right of Way removed from road.

2050 Signs of all types removed from road.

July 1, 1949 to June 30, 1950

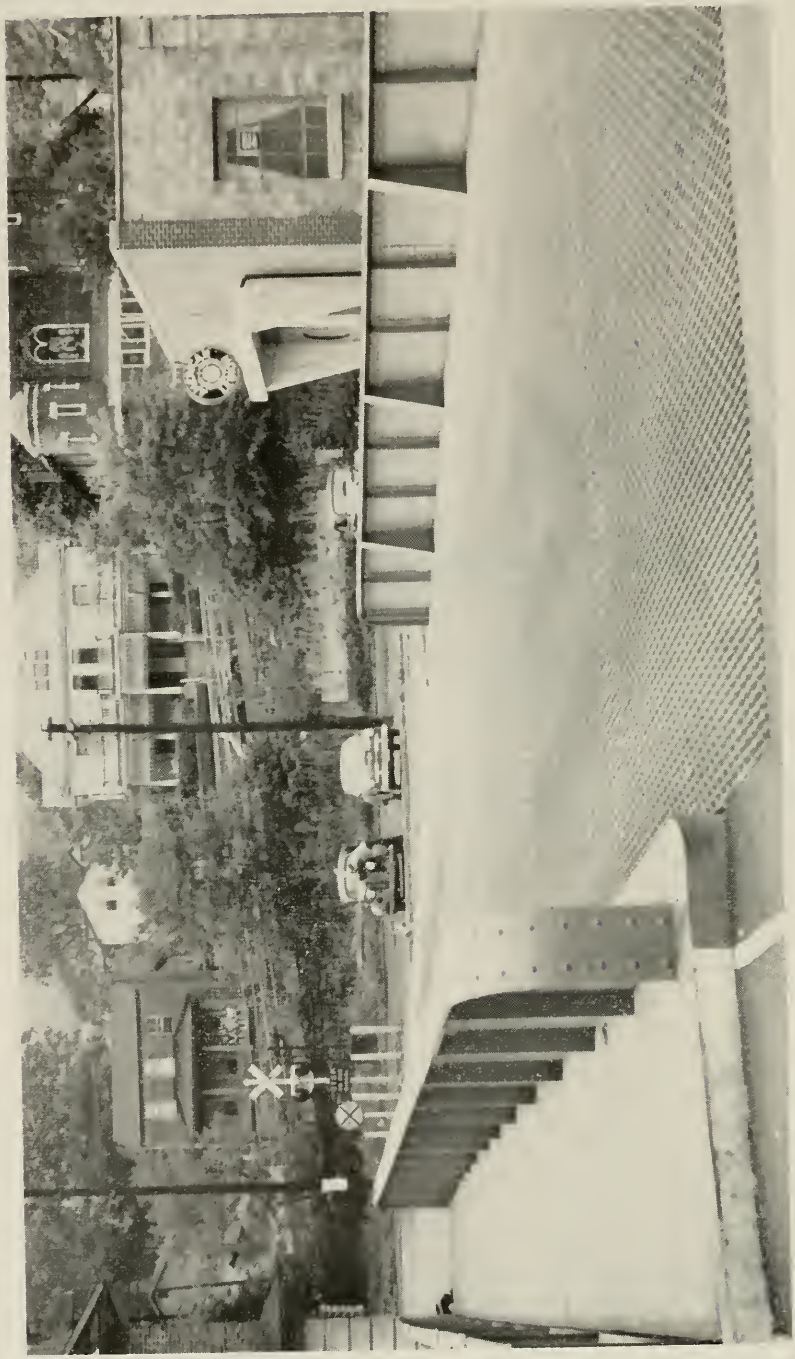
Sign License Revenue	$ 4,183.46
Sign Permit Tags Revenue	10,382.70
Total Revenue	$14,566.16

85 Signs of General Nature removed from road.
1450 Signs of Cardboard Type removed from road.
35 Signs on Right of Way removed from road.

1570 Signs of all types removed from road.
20 Signs were removed from new road projects.
18 Signs are in the process of being removed.

PERSONNEL, PENSIONS, AND WORKMEN'S COMPENSATION

CHARLES DEWITT, III
Personnel Manager



BRIDGE OVER GEORGE'S CREEK AT WESTERNPORT, ALLEGANY COUNTY

PERSONNEL, PENSIONS, AND WORKMEN'S COMPENSATION

All of the activities of the Personnel Division during the past two years have reflected the unprecedented expansion of the Roads program. The volume of work performed by the Division has far exceeded previous records. The increased total forms processed, specifically, Employee Changes of Status, Standard Salary Plan Changes, Efficiency Ratings, Monthly Leave Reports, Requests for Leave of Absence and Extensions of Sick Leave, Retirement Plan Membership, Certified Lists of Eligibles, Requests for Temporary Appointment, and the number of personnel files maintained indicate this fact. The additional responsibilities entailed by the increased amount of interviews, referrals, placements, Workmen's Compensation claims, consultations with the office of the State Employment Commissioner, and conferences with Division heads, were likewise heavier than in any other period.

In March of 1950 the Division moved from the headquarters office at 108 E. Lexington Street to the Tower Building. The relocation was necessitated not only by the expansion of the engineering divisions at Lexington Street, but also by the need for larger facilities for the Personnel office.

Personnel

The projected program of personnel needs, and the consequent recruitment necessary to staff adequately all Divisions was outlined in the beginning of the period, with the realization that revisions would be periodically necessary in the estimates of additional personnel.

During the fiscal years 1949 and 1950, 595 persons were placed in 22 engineering classifications, by hiring of new employees, transfers, and the promotion of present employees to higher rated jobs. Promotion, wherever possible, has been followed, with a consequent increase in the number of positions so vacated. The result obtained for 22 of these classifications is shown as of June 30, 1950.

The shortage of qualified and experienced technical applicants has been a critical one and it has not been possible to staff all Divisions with new employees having the required background, despite such sources of supply as referrals from the office of the State Employment Commissioner, the Maryland State Employment Service, college recruitment, newspaper advertisements, and referrals from present Roads personnel. The lack of experienced applicants has been most seriously encountered by our Construction Division, wherein the vacancies for various grades of engineers and inspectors are in ex-

NUMBER OF EMPLOYEES HIRED, TRANSFERRED, AND PROMOTED IN 22 ENGINEERING CLASSIFICATIONS, AND THE NUMBER VACATING THE POSITIONS FOR VARIOUS REASONS

Classification	*Total Filled*	*Filled by Promotion*	*Filled by New Employees*	*Total Vacated Jobs*
Assistant Chief Engineer	1	0	1	0
Bridge Engineer	1	1	0	0
Civil Engineer Aide	14	9	5	14
Junior Assistant Bridge Engineer I	8	6	2	3
Junior Assistant Bridge Engineer II	38	3	35	24
Junior Assistant Highway Engineer I	40	29	11	15
Junior Assistant Highway Engineer II	48	6	42	31
Junior Bridge Draftsman	5	2	3	3
Junior Draftsmen I	23	20	3	4
Junior Draftsmen II	28	1	27	25
Junior Engineering Aide, I	41	26	15	29
Junior Engineering Aide, II	95	2	93	56
Resident Maintenance Engineer	1	1	0	2
R/W Examiner I	2	1	1	2
R/W Examiner II	11	3	8	2
R/W Examiner III	15	0	15	5
Road Inspector I	32	10	22	20
Road Inspector II	40	13	27	30
Road Inspector III	134	9	125	135
Senior Assistant Highway Engineer II	7	7	0	2
Senior Draftsman I	2	2	0	9
Senior Draftsman II	9	6	3	13
TOTALS	595	157	438	424

Employment has shown a constant semi-annual rise, and has become more pronounced during the last six months as indicated below:

Date	*Total Employees'*	*Salaried*	*Per Diem*	*Revenue Bonds, Tolls, and Ferry*
June-30-48	2,215	1,210	774	231
December-31-48	2,460	1,323	812	325
June-30-49	2,513	1,374	806	333
December-31-49	2,690	1,481	861	348
June-30-50	3,005	1,670	981	354

cess of applicants to fill these positions. In the same manner, but to a lesser degree, the Divisions of Road Design, Bridge Design, and Materials are also affected. Furthermore, at the time of preparation of this report the Armed Services are beginning to call Reservists and those of draft age within the Commission. Many of these men are experienced and their replacement creates a difficult problem.

Interviewing, and the Processing of Job Applicants

The selection of workers to meet employee and staff requirements has involved two basic steps: (1) the uncovering of sources of supply, and (2) the interviewing and selecting from among potential candidates for jobs, those desired for employment. The main recruiting sources are the State Employment Commission, The State Roads Commission itself, the Maryland State Employment Service, and colleges. Those who seek employment are usually asked to fill out an application form which provides advance information about their personal history and record of experience. The completed application form serves as a basis for the conduct of personal interviews. All applicants are given a preliminary interview and those qualified are referred to the proper Division head for final interview.

The table below shows the number of applicants received, and the number referred to Engineering Divisions and other Divisions located in Baltimore City alone for the two year period.

		Number referred to	
Period	*Applicants*	*Eng. Divs.*	*Non-Eng.*
July–48 to December 31–48 inc.	242	188	54
January–49 to June 30–49 inc.	448	310	138
July–49 to December 31–49 inc.	271	164	107
January–50 to June 30–50 inc.	281	106	175
Totals	1,242	768	474

Job Specifications

In conjunction with the office of the State Employment Commission work was accomplished on the following job specifications, either through revision, or in the creation of new titles.

Traffic Analyst I
Traffic Analyst II
Traffic Analyst III
Traffic Control Elect. I
Traffic Control Elect. II
Supervisor, Traffic Recording Equipment I
Supervisor, Traffic Recording Equip. II
Assistant Comptroller
Assistant Marine Engineer
Assistant Port Engineer
Port Engineer
Automobile Mechanic
Chauffeur–Foreman
Chief Steward
Mats. Inspector I
Mats. Inspector II
Mats. Inspector III
Report Typist
Sr. Ass't Hwy Engr. II
Shop Foreman
Steno-Engineering
Supt. Bldgs. and Grounds II
Bituminous Plant Inspector
Steward I.
Storekeeper I.
Supervisor of Accounts I.
Supervisor of Accounts II.
Supervisor of Inventory Accounts
Truck Patrolman
Technical Illustrator

PENSIONS

The enrollment of new members in the Employee's Retirement System was increased by 967 during the fiscal years of 1949 and 1950. This was a gain of 246 enrollees over the years of 1947 and 1948.

The number of Employees enrolled on a monthly basis in the Employee's Retirement System during the fiscal years of 1949 and 1950 is as follows:

July 1, 1948—June 30, 1949

Month	*No. Enrolled*
July 1–48	58
Aug. 1–48	59
Sept. 1–48	53
Oct. 1–48	57
Nov. 1–48	57
Dec. 1–48	2
Jan. 1–49	34
Feb. 1–49	22
March 1–49	38
April 1–49	30
May 1–49	1
June 1–49	98
Total	509

July 1, 1949—June 30, 1950

Month	*No. Enrolled*
July 1–49	65
Aug. 1–49	62
Sept. 1–49	0
Oct. 1–49	133
Nov. 1–49	42
Dec. 1–49	39
Jan. 1–50	0
Feb. 1–50	14
March 1–50	42
April 1–50	1
May 1–50	26
June 1–50	34
Total	458

SAFETY AND ACCIDENT PREVENTION

In conducting the program of Safety and Accident Prevention for the State Roads employees, the Personnel Division has written and circulated a series of Safety memoranda to all Division heads. These bulletins are based upon two principles; (1) the organization of the working place as a safe one, and (2) the development of correct attitudes on the part of the worker toward avoiding bodily injury and preserving health.

WORKMEN'S COMPENSATION

This Commission, operating as "self insurers" from the first part of 1936 underwent a major change in the Workmen's Compensation Program on September 1, 1949, when the Board of Public Works directed the State Accident Fund to be the insurer for all State Departments. This action greatly increased the volume of work in processing accident and injury cases and necessitated a complete revision of the internal procedure.

Effective June 1, 1949, the Workmen's Compensation Laws of Maryland,, enacted at the 1949 session of the Legislature, were changed by raising the ceiling of twenty-five dollars ($25.00) to twenty-eight dollars ($28.00) on the weekly rate of compensation for permanent total and temporary total disabilities. In addition, the State Industrial Accident Commission issued a revised Schedule of Medical and Surgical Fees increasing the overall charges allowable for services rendered by physicians and surgeons in Workmen's Compensation cases. Both of these innovations effectively contributed to the increase in the total amount of compensation and medical expenditures for the fiscal year ending June 30, 1950.

One fatal accident occurred within the two-year period. Sudden death struck a Highway Maintenance Man in District No. 4, just after jumping down from the tailgate of a State truck from which he had repainted a "NO PARKING HERE TO CORNER" sign. The truck was parked on the east side of Reisterstown Road, south of Gwynnbrook Lane and to the north of the sign with the right front and rear wheels on the sidewalk parallel to the road. A truck recklessly driven by a "third party" under the influence of liquor, struck the rear of a parked car, crushing the employee between the front of the parked car and the rear of the State Roads Truck. Various recommendations were made to the Commission to prevent a similar accident.

The two tables following show the distribution of accidents and injuries arising out of and in the course of employment for two successive twelve-month periods, within the six Districts and the various Divisions of the Commission. A decrease of approximately 7.4 per cent may be noted in the second of the grand total of accidents—419 and 388, respectively.

During the same periods, there was a 57 per cent reduction in the number of "County Cases" covered by the State Accident Fund and by insurance provided by Cecil and Kent Counties. (Totals 107 and 46, respectively.)

Although the number of accidents decreased 7.4 per cent from 1949 to 1950, despite a rise in employment of over 16 per cent for this same period, the severity of the injuries increased slightly since more days were lost as a result of injuries—2,144 vs. 2,290½ days.

Total expenditures increased from $30,800.00 to $32,800.00 approximately, and these costs are not excessive when one considers the diversified operations of this Commission.

SUMMARY OF WORKMEN'S COMPENSATION CASES,
TIME LOST, AND COSTS
JULY 1, 1948 TO JUNE 30, 1949

State Roads Employees	*Cases*	*Days Lost*	*Days Compensable*
District No. 1	16	39	26
District No. 2	54	188	131
District No. 3	35	78	72
District No. 4	41	397½	362
District No. 5	23	112	80
District No. 6	54	113	71
Division No. 11	1	—	—
Division No. 12	4	38½	35
Division No. 13	19	166	145
Division No. 15	4	—	—
Division No. 16	9	—	—
Division No. 18	1	—	—
Division No. 19	2	—	—
Division No. 20	19	67	40
County Roads Employees			
District No. 1	23	186	149
District No. 2	36	364	285
District No. 5	48	61	50
Chesapeake Bay Ferry Employees	30	334	293
Totals	419	2,144	1,739

Third Party Cases:	
District No. 2	1
District No. 3	3
District No. 4	2
District No. 5	1
Division No. 12	1
Division No. 13	1
Total	9

EXPENDITURES

Compensation:		
State	$13,433.54	
County	4,442.01	
Ferry	2,201.02	
TOTAL		$20,076.57
Medical:		
State	5,738.31	
County	1,131.60	
Ferry	135.50	
TOTAL		7,005.41
Hospital:		
State	2,677.46	
County	994.25	
Ferry	45.00	
TOTAL		3,716.71
Testimonies		43.40
Court Costs:		20.50
GRAND TOTAL		$30,862.59

SUMMARY OF WORKMEN'S COMPENSATION CASES, TIME LOST, AND COSTS

JULY 1, 1949 TO JUNE 30, 1950

State Roads Employees	*Cases*	*Days Lost*	*Days Compensable*
District No. 1	11	24	15
District No. 2	50	200	135
District No. 3	36	202	152
District No. 4	45	486½	435
District No. 5	31	224	167
District No. 6	65	238	167
Division No. 7	1	—	—
Division No. 8	1	26	23
Division No. 11	2	2	1
Division No. 12	3	3	1
Division No. 13	24	107½	79½
Division No. 14	2	—	—
Division No. 16	9	8½	2
Division No. 17	1	—	—
Division No. 19	2	25	22
Division No. 20	28	205	175
Division No. 21	3	14	11
Division No. 22	1	—	—
Division No. 29	2	—	—
County Roads Employees			—
District No. 1	21	47	32
District No. 2	19	168	126
District No. 5	6	36	32
Chesapeake Bay Ferry Employees	25	274	222
Totals	388	2,290½	1,797½

Fatal Cases:

December 21, 1949, Mr. Charles A. Lauterbach District No. 4.

Third Party Cases:	
District No. 3	1
District No. 4	4
District No. 5	1
District No. 6	4
Division No. 17	1
Division No. 20	1
Chesapeake Bay Ferry	2
Total	14

EXPENDITURES

Compensation:		
State	$13,441.57	
County	3,941.13	
Ferry	1,105.83	
TOTAL		$18,488.53
Medical:		
State	9,368.71	
County	680.49	
Ferry	319.00	
TOTAL		10,368.20
Hospital:		
State	2,859.35	
County	183.48	
Ferry	492.30	
TOTAL		3,535.13
Testimonies:		147.80
Funeral Expenses:		300.00
GRAND TOTAL		$32,839.66

LEGAL DEPARTMENT

ROBERT E. CLAPP, Jr.
Special Assistant Attorney General (July 1, 1948—May 31, 1949)

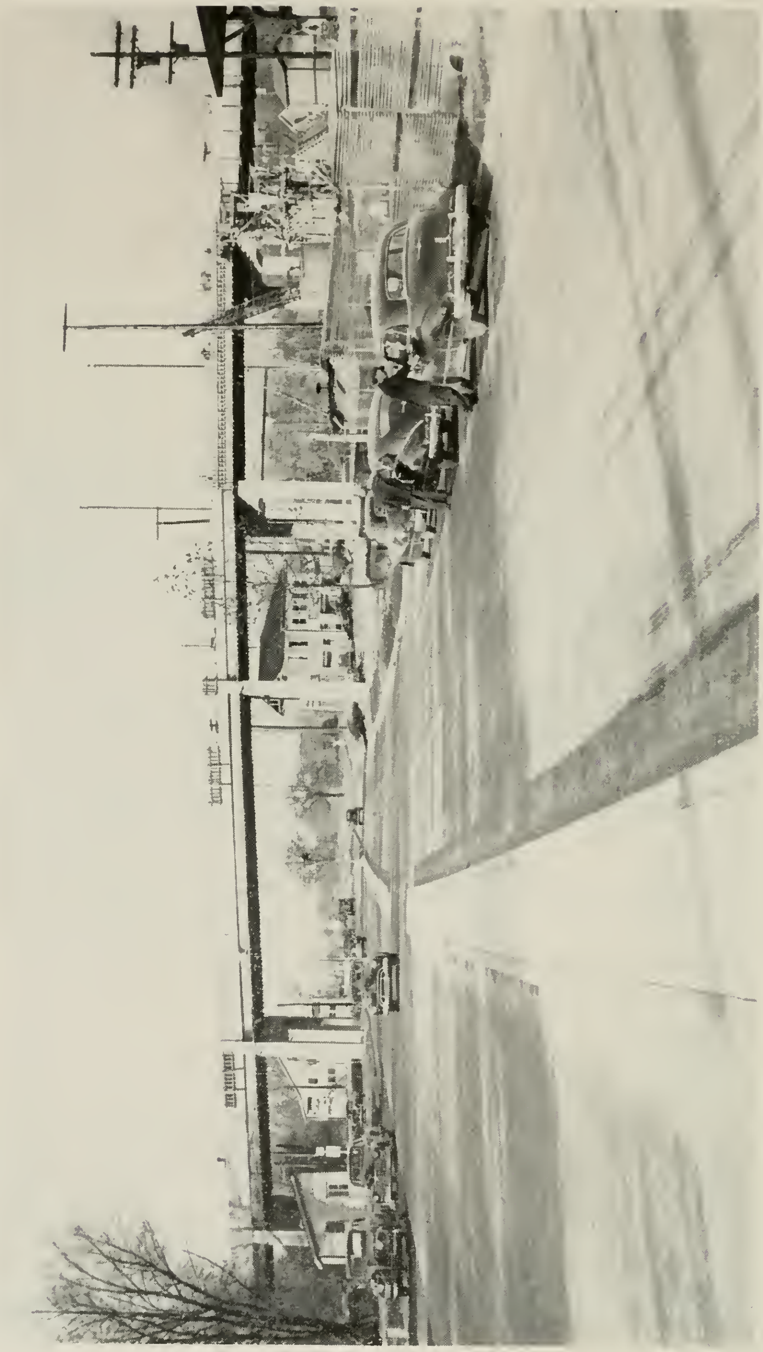
JOSEPH D. BUSCHER
Special Assistant Attorney General (June 1, 1949—June 30, 1950)

FREDERICK A. PUDERBAUGH
Special Attorney

ERNEST N. CORY, Jr.
Special Attorney (July 1, 1948—December 15, 1949)

CLARKE MURPHY, Jr.
Special Attorney (August 1, 1949—June 30, 1950)

JOHN B. RUSSELL
Special Attorney (May 1, 1950—June 30, 1950)



FRANCIS AVENUE OVERPASS ON SOUTHWESTERN BOULEVARD IN HALETHORPE

LEGAL DEPARTMENT

Year 1948

The work of the office of the Special Assistant Attorney General for the State Roads Commission in the year 1948 consisted largely in carrying into effect practices and methods developed in 1947, and referred to in the report for that year, in order to assist the Commission in carrying through its vastly accelerated program of road construction. During this year the Commission placed under contract new construction in the amount of approximately $36,000,000 constituting by far the greatest amount of such work in any one year in the history of the Commission. Without increasing the personnel of the office of the Special Assistant Attorney General the demands made upon it by such an increased program, were met. Too much credit for this cannot be given to Frederick A. Fuderbaugh, Esquire and Ernest N. Cory, Jr., Esquire, Special Attorneys, and to Miss Hattie Fuxman, Secretary.

The scope of this increase is demonstrated by the fact that in the year 1947, eight hundred and ninety-nine (899) title examinations made by local attorneys at a total expenditure of $29,452.50 were reviewed by this office, while in the year 1948, one thousand one hundred and seventy-four (1,174) titles were reviewed, with an expenditure of $45,491.00. Local attorneys gave their fullest co-operation to this office, in order to speed the construction program, and it is again recommended that the plan of reference of title examinations to local attorneys be continued.

In addition, the exigencies of speed reduced the time available to the Rights of Way Department for negotiating with property owners in connection with the acquisition of rights of way for road construction, and this necessarily required the filing of a greater number of condemnation cases. There were fifty-five (55) such cases filed in 1948 in the several counties throughout the State. Many of these were tried during the year, and as a result of successful jury verdicts, others were settled prior to trial.

As a whole, the system proposed in 1947 to meet the demands of the new construction program worked successfully in practice, but since the program contemplated for the year 1949 will be even more accelerated than that for the year 1948, it is believed that additional personnel in the office of the Special Assistant Attorney General will be needed. This, of course, will also necessitate increased office space, and this matter has been discussed with the Commission.

The most important new project participated in by the Commission's Legal Department was the drafting of the Trust Agreement, and of the other necessary documents required to finance the proposed Chesapeake Bay Bridge, and throughout the summer and early fall the Special Assistant Attorney General attended the many conferences that were required in connection with this phase of the project. These conferences culminated in the execution as of October 1, 1949, of the Trust Agreement which made available to the Commission through the Trustees, the sum of $37,500,000 for the proposed construction.

In addition to the above matters, all of the work of the office increased and numerous conferences were held between the Legal Department, the Commission, the Highway Advisory Council and various department heads, in order to anticipate possible legal difficulties with respect to future construction and maintenance proposals. Again, as in 1947, it is believed that these conferences have avoided litigation because the Commission was involved in the Courts only with respect to condemnation proceedings and to injury of employees resulting in claims under the Workmen's Compensation Law.

Condemnation cases for the purpose of securing rights of way for the State Roads Commission were prepared and filed by this office, and have been tried and determined by verdict of a jury, or were settled out of Court, or pending.

YEAR 1949

The duties of the office of the Special Assistant Attorney General to the State Roads Commission for the year 1949 increased in proportion to the amount of work completed and placed under contract by the Commission in the year. During the preceding calendar year over $36,000,000 of new contracts were entered into by the Commission for road construction and repair. At the time this was thought to be an exceedingly high figure. During the calendar year 1949, approximately $56,000,000 worth of road construction contracts were let by the Commission, which figure reflects an increase over the previous year of approximately 60%. These figures alone tend to reveal the vast increase of legal work necessary to accomplish these results.

The increase in road contracts referred to above naturally required a great increase in the number of title examinations necessary in the acquisition of rights of way. This increase is reflected by the fact that during the calendar year 1948, eleven hundred and seventy-four (1,174) title examinations were made, at a cost by local attorneys in the various counties of $45,491.00, whereas in 1949, two thousand and ninety-two (2,092) title examinations were made at a cost of $81,074.00. All of these examinations were supervised and checked by this office.

The increase in construction contracts also requires more right of way acquisitions than were required in any previous year. This, of course, necessitated the filing of more condemnation cases than in any prior year. During the year 1949, ninety (90) cases were prepared and filed in the various counties. Also during the year, many cases came on for trial that had been filed in previous years as well as a number of cases that were filed during the year 1949. In all sixty-five (65) of the cases filed were tried or otherwise disposed of. This necessitated the Special Assistant Attorney General or a member of his staff spending two or three days in Court in the prosecuting of each case tried.

Legal work in connection with the contracts for the construction of the Chesapeake Bay Bridge was of considerable volume. In addition to attending numerous conferences and meetings relative to the letting of the various contracts for the bridge construction, this office defended, in the Circuit Court for Baltimore City, a suit brought against the members of the State Roads Commission to enjoin the construction of the bridge. The contention of the Commission was upheld by the Circuit Court and the case was appealed to the Court of Appeals, and this Office, in cooperation with the Attorney General, successfully defended the case before the Court of Appeals (Masson vs. State Roads Commission). Also because of the increased cost of the construction of the Chesapeake Bay Bridge over the estimated cost, it became necessary to issue $6,425,000 of additional Chesapeake Bay Bridge revenue bonds. This office assisted and advised on the legal problems incidental to this supplemental issue.

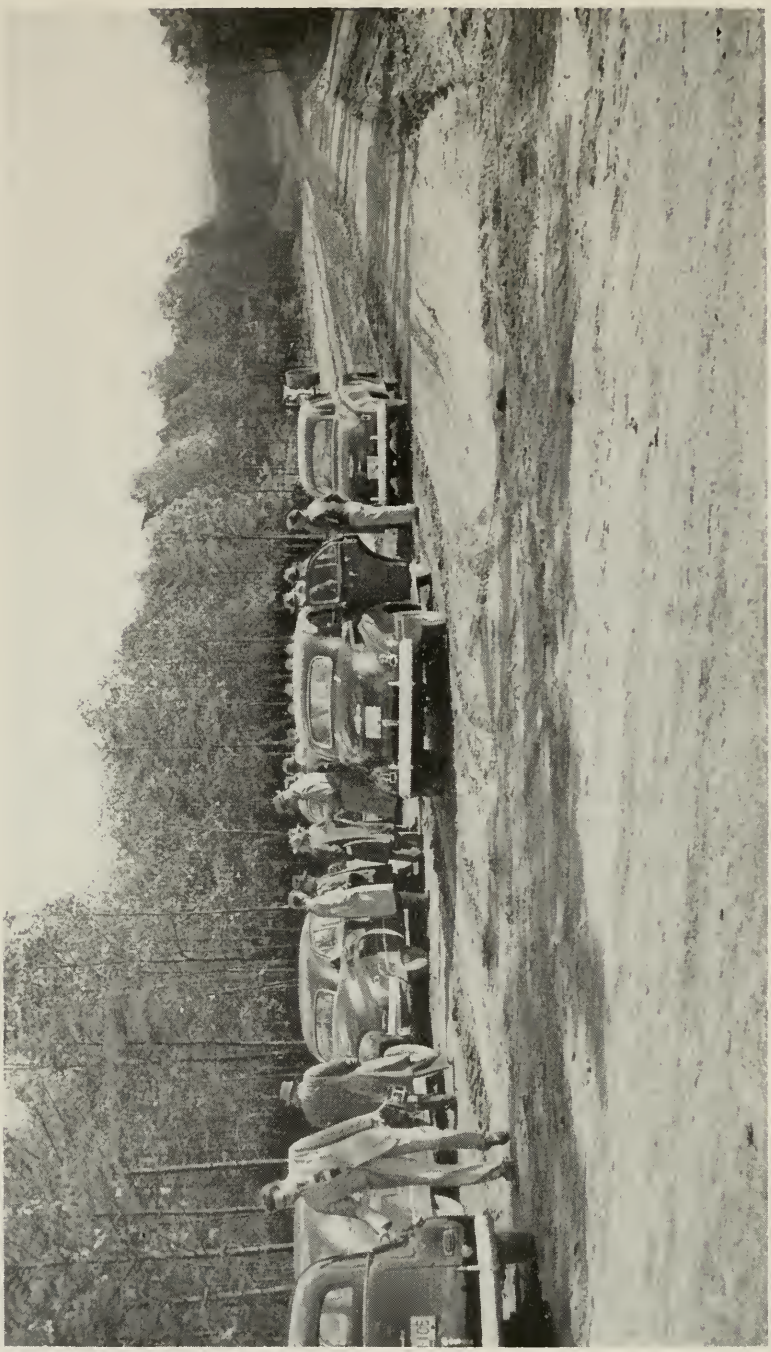
During the year it became necessary for the Commission to issue $22,500,000 of Construction Bonds and an additional $2,500,000 issue to defray the cost of the Patuxent River Bridge. This office was present and assisted in the preparation of all the legal documents in connection with these Bond Issues.

In addition to the above matters this office was requested to attend many meetings and conferences of Advisory Council of the State Roads Commission, the State Roads Commission itself, and numerous groups and individuals, and to furnish legal advice thereto.

Mr. Robert E. Clapp, Jr., resigned as Special Assistant Attorney General to the State Roads Commission as of June 1, 1949, and Mr. Ernest N. Cory, Jr., Special Attorney, resigned as of December 15, 1949. In addition to Special Assistant Attorney General Joseph D. Buscher, the Legal Department now consists of Mr. Frederick A. Fuderbaugh, Special Attorney, Mr. Clarke Murphy, Jr., who became associated in the capacity of a Special Attorney to the State Roads Commission on a full time basis on August 1, 1949, and Mr. John B. Russell, Special Attorney, whose association with the Commission began May 1, 1950.

PUBLIC RELATIONS DIVISION

CLINTON H. JOHNSON
Director of Public Relations



Western Maryland Editors and Radio Representatives On A "Seeing Is Believing" Tour of Highway Projects, at the Sideling Hill Relocation of U. S. 40 in Washington County

PUBLIC RELATIONS DIVISION

The Public Relations Division, established in April 1949, represents a new phase of departmental activity by the State Roads Commission.

Its primary function is to serve as a coordinating agency for information concerning the activities of the Commission's various other Divisions, to facilitate the distribution of this information through all available media and to provide a constant interpretive liaison between the Commission and the public.

Within two weeks of its establishment the Division began supplying informational news bulletins to 83 weekly newspapers in Maryland and nearby sections of Pennsylvania and Delaware; to 16 daily newspapers in Baltimore, Washington, Cumberland, Hagerstown, Frederick, Cambridge, Salisbury and Wilmington, Delaware; to 16 radio stations in Maryland; to three press wire services represented in Baltimore and to a constantly growing list of highway and road construction trade publications.

This informational service later was supplemented with photographs which has enabled the newspapers to give their readers pictorial progress reports of the extensive highway rehabilitation work the Commission is accomplishing. Still later, the Division began supplying 16 mm. motion picture film footage on highway developments for inclusion in television news programs.

Virtually universal use by the recipient newspapers, radio stations and wire services of the material offered them has resulted in greatly increased public knowledge of the State Roads Commission's problems and achievements.

The Division keeps a record of newspaper use of the material it distributes. This record shows that, in the 14 months from May 1, 1949, to June 30, 1950, the newspapers on the Division's mailing list devoted to State Roads Commission news or pictures, a total of 44,868 column-inches of space. This is the equivalent of 280 full pages in the usual full-size daily newspaper.

In the late fall of 1949 the Division arranged a series of field tours during which newspaper editors and radio news commentators were enabled to inspect road projects in various stages of completion throughout the State. The success of this plan, as measured by the enthusiastic interest of the tour guests themselves, would seem to recommend its repetition annually. The idea since has been duplicated in several other states.

Since its inception the Division has operated on the premise that the complexity inherent in the operation of any modern highway commission—the designing, financing, building and maintaining of a network of roads such as Maryland has today and will need tomorrow—requires simplification before the performance of that commission can be fairly judged by the public it serves. Consequently the Public Relations Division, in its dissemination of information, has sought merely to explain rather than to propagandize, to withhold nothing or add nothing to the existing facts but merely to arrange those facts so as to promote maximum understanding.

Governor Lane and Directors of the Baltimore Association of Commerce and the Junior Association of Commerce, Inspecting the Baltimore-Washington Expressway

ACCOUNTING DEPARTMENT

CARL L. WANNEN, *Comptroller*

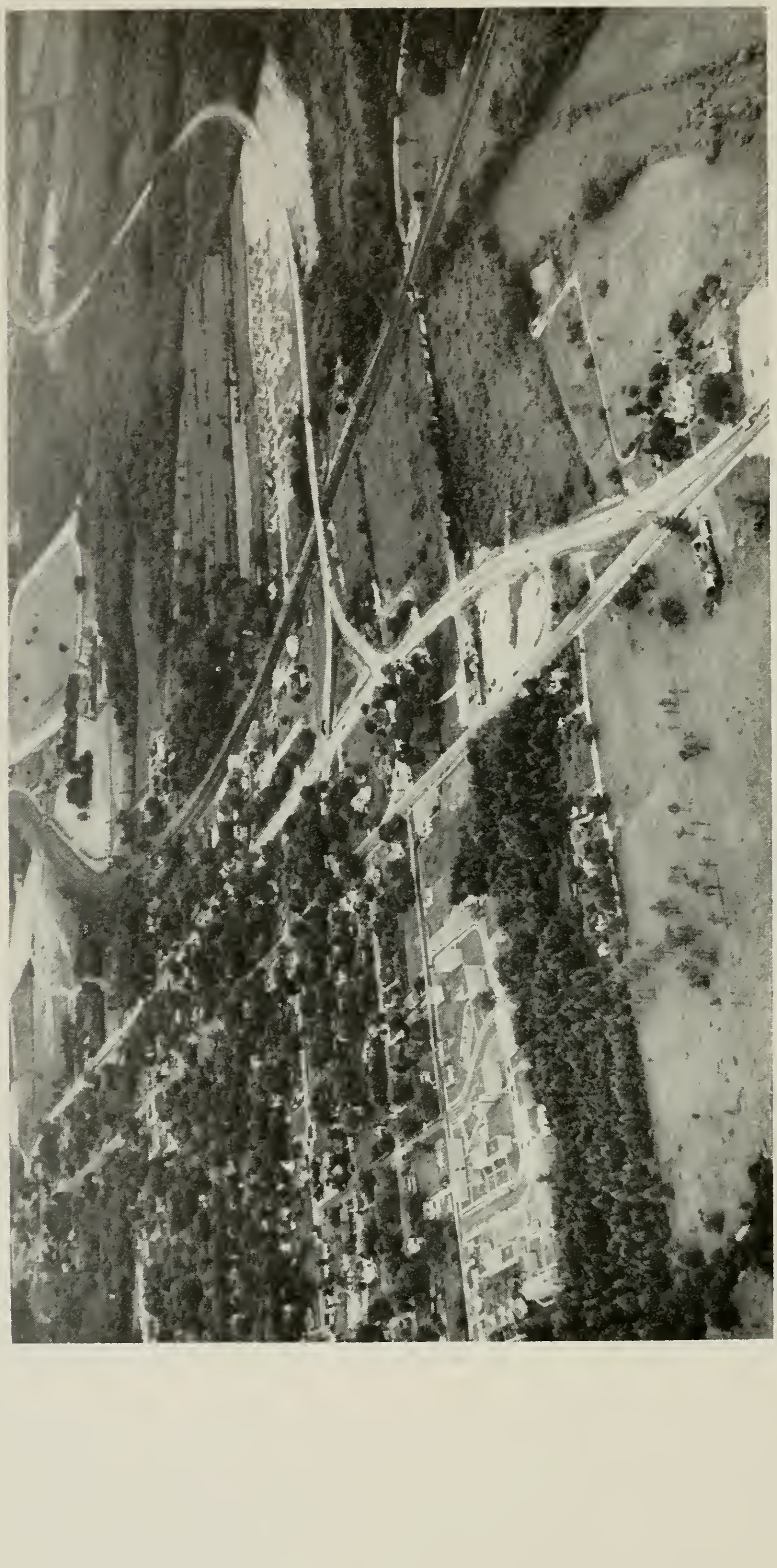
WILLIAM A. CODD *Chief Auditor* Toll Facilities	MORRIS M. BRODSKY *Assistant Comptroller* General Accounting
JAMES W. ROUNTREE, Jr. *Assistant Comptroller* Procedures and Controls	CHARLES I. NORRIS *Assistant Comptroller* Budgets and Costs

SUPERVISORS—GENERAL

JOSEPH E. GERICK
MORRIS P. MARSTON

SUPERVISORS—DEPARTMENTAL

JOSEPH T. BUNN
LESTER S. DISNEY
FREDERICK A. ROSEMERE
HENRY L. COMBS
IRVING TAYLOR
CLEMENT M. FRANK



LAUREL BY-PASS LOOKING TOWARD BALTIMORE

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REPORT OF THE COMPTROLLER

December 1, 1950.

To the Honorable:
Robert M. Reindollar, *Chairman*
Joseph M. George
Russell H. McCain
Members, the State Roads Commission of Maryland.

Sirs:

I submit herewith my report on the finances of the State Roads Commission of Maryland for the fiscal years ended June 30, 1950 and 1949, consisting of financial statements and explanatory comments. The financial statements are listed in the accompanying table of contents, and the explanatory comments are as follows:

GENERAL BASIS OF ACCOUNTING

All revenues and expenditures of the Commission are classified and recorded on a fund-accounting basis; that is, each financial transaction is allocated to one or more of the following Funds:

General Construction and Operating Fund
Maintenance Fund
Counties and Municipalities Tax Revenues Allocation Fund
County Maintenance Funds (a separate fund is maintained for each county)
County Construction Funds (a separate fund is maintained for each county)
Bonded Debt and Debt Service Funds (a separate fund is maintained for each class of bonds)
Toll Bridge Funds (including Susquehanna River Toll Bridge, Potomac River Toll Bridge, and Chesapeake Bay Bridge)
Chesapeake Bay Ferry System Fund

Beginning with the 1950 fiscal year, the accounting system of the Commission provides not only for the fund distribution of expenditures to the various maintenance and construction cost accounts but also for the fund distribution of the same expenditures by objective classification. For objective classification purposes, all expenditures are assigned to one of two general groups: (1) expenditures for which the Commission's several department (or division) heads are responsible, including salaries and wages, withdrawals of materials and supplies from storerooms, administrative and general expenses, and equipment service costs; and (2) expenditures for which no single individual is responsible, including payments under construction and other contracts, acquisitions of rights-of-way, purchases of fixed assets, and purchases of materials and supplies for storerooms. A combined statement of departmental and other expenditures (excluding those of the Toll Facilities) for the fiscal year ended June 30, 1950, classified by object of expenditure is presented in Exhibit Q of this report.

The accounting system also includes detailed budget accounts which conform to the requirements of the State's standard classification of expenditures for all State departments and agencies.

GENERAL CONSTRUCTION AND OPERATING FUND

The revenues and expenditures in this Fund for the fiscal years ended June 30, 1950 and 1949, shown in Exhibit B and Exhibit D, respectively, are summarized as follows:

	Fiscal Year Ended June 30,	
	1950	1949
Revenues:		
Gasoline Tax Fund—50% Portion	$11,520,225.73	$10,302,706.23
Excise tax on the issuance of certificates of title to motor vehicles (less refunds)	5,977,020.81	5,224,128.10
Total	$17,497,246.54	$15,526,834.33
Less provisions for sinking fund, debt service, and bond redemptions	2,335,521.50	789,503.75
Remainder of State tax revenues	$15,161,725.04	$14,737.330.58
Federal aid	5,169,416.41	3,698,386.39
Portion of Chesapeake Bay Ferry System revenues remitted to apply on account of bond redemption transaction	250,963.00	
Net income from investments—United States Treasury obligations	98,885.35	
Portion of cost of Defense Access Projects recovered from Baltimore City	167,452.81	
Reimbursements under special agreements, etc.	235,486.82	948,271.05
Transfers from County Funds as project contributions	205,560.94	3,959.07
Transfer from State Highway Construction Bond Fund representing the net amount available through the sale of $25,000,000 State Highway Construction Bonds	20,215,732.27	
Total revenues	$41,505,222.64	$19,387,947.09
Expenditures:		
Construction costs	$30,767,080.43	$21,746,579.09
Federal aid apportioned to Baltimore City—Urban Program	810,760.00	30,000.00
Special agreement costs, etc.	224,289.75	948,262.16
Transfer to Maintenance Fund to supplement revenues	954,732.17	528,391.64
Transfer to Chesapeake Bay Ferry System Improvement Bonds of 1945 Debt Service Reserve Fund		1,238,292.70
Total expenditures	$32,756,862.35	$24,491,525.59

Excess of revenues over expenditures (excess of expenditures in italics)	$ 8,748,360.29	*$ 5,103,578.50*
Cash balance at beginning of year	9,642,185.32	14,745,763.82
Cash balance at end of year (including investment in United States Treasury obligations)	$18,390,545.61	$ 9,642,185.32

At June 30, 1950, the General Construction and Operating Fund reflects a balance of $18,390,545.61 consisting of cash with the State Treasurer, $6,405,883.39, and investment in United States Treasury obligations, $11,984,662.22.

The 50% share of the Gasoline Tax Fund results from a tax rate of five cents a gallon. The excise tax on the issuance of certificates of title to motor vehicles represents tax revenues at the rate of 2% of the fair market value of motor vehicles for which original certificates of title or subsequent certificates of title in the case of sales or resales are issued. These revenues are pledged to the extent of debt service requirements for State Highway Construction Bonds issued by the Commission.

Federal aid revenues represent that portion of project costs reimbursed by the Federal Government under agreements with the Public Roads Administration. The Federal aid revenue apportioned to Baltimore City under its own projects in the Federal Urban Program is included in this Fund. Exhibit E and supporting schedule set forth in detail the status of Federal aid appropriations and project agreements for the two years under review.

In the month of June, 1950, $250,963.00 was transferred from the Chesapeake Bay Ferry System Fund to apply in partial reimbursement of the amount advanced in the 1949 fiscal year from the General Construction and Operating Fund for the redemption of Chesapeake Bay Ferry System Improvement Bonds of 1945.

The proceeds from the sale of State Highway Construction Bonds were concurrently invested in short term obligations of the United States Treasury to the extent that programmed construction expenditures permitted. The net income from Treasury obligations maturing in the 1950 fiscal year amounted to $98,885.35.

Cash transfers were made from County Funds to the General Construction and Operating Fund representing county participation in the cost of certain projects. Details of these transfers are reflected in the statements pertaining to County Funds.

The funds transferred from the State Highway Construction Bond Fund represent the proceeds from the sale of Series A and Series B bonds after providing for the expenses of their issuance and for the redemption of outstanding Refunding and Improvement Bonds of 1941.

A summary of the status of road construction and reconstruction project authorizations and expenditures in the General Construction and Operating Fund for the fiscal years ended June 30, 1950 and 1949, is as follows:

	Fiscal Year Ended June 30,	
	1950	1949
Remainder of construction and reconstruction project expenditures authorized on work in progress at beginning of year	$23,415,736.89	$20,115,105.83
Project expenditure authorizations, etc.	59,026,131.08	25,047,210.15
Total	$82,441,867.97	$45,162,315.98
Project expenditures	30,767,080.43	21,746,579.09
Remainder of construction and reconstruction project expenditures authorized on work in progress at end of year	$51,674,787.54	$23,415,736.89

The expenditures for construction and reconstruction of roads within the State Highway System are listed by projects in Exhibit F.

Expenditures representing advances made by the Commission in connection with toll facility funds and work performed on a reimbursable basis are reflected under the caption "Special agreement costs, etc."

The General Construction and Operating Fund is chargeable each fiscal year, if necessary, with an amount not to exceed $2,000,000 to supplement revenues of the Maintenance Fund. The foregoing summary shows the amounts transferred in the 1950 and 1949 fiscal years.

Administrative and general expenses for the fiscal years 1950 and 1949 are reflected, by divisions and by descriptive classifications, in Exhibits M and N, respectively. These expenses were absorbed in construction and maintenance costs of the Commission relating to the roads systems of both State and County and also in costs for work performed by the Commission under special agreements.

Operating equipment expenses for the fiscal years 1950 and 1949 are shown, by districts and by descriptive classifications, in Exhibits O and P, respectively. Distribution of these expenses was made ratably on a hourly-use basis to construction and maintenance costs of the Commission applicable to both State and County and also to costs for work performed by the Commission under special agreements.

Exhibits A and C set forth the balance sheets of this Fund at June 30, 1950, and June 30, 1949, respectively. A comparative summary of these balance sheets follows:

	June 30,	
	1950	1949
Assets:		
Cash and investments	$18,390,545.61	$ 9,642,185.32
Working fund—Payroll and office	500,000.00	500,000.00
Accounts receivable—Federal aid, etc.	2,089,582.41	1,403,240.22
Accounts receivable—Counties, etc.	139,286.38	
Inventories of materials and supplies	900,233.58	949,868.70
Preliminary construction costs, etc.	453,674.56	1,606,610.44
Roads system construction and other work in progress	45,792,833.64	28,777,100.38
Future revenues encumbered for the completion of authorized projects	32,249,787.99	11,224,204.17
Total	$100,515,944.17	$54,103,209.23
Liabilities:		
Accounts payable	$ 5,066.02	$ 7,131.74
Due to State Comptroller—Working fund advanced	500,000.00	500,000.00
State equity in roads system construction and other work in progress	46,246,508.20	28,777,100.38
Reserve for accounts receivable	2,089,582.41	1,403,240.22
Reserve for completion of authorized projects	51,674,787.54	23,415,736.89
Total	$100,515,944.17	$54,103,209.23

The assets of this Fund at June 30, 1950, include accounts receivable, principally Federal aid, in the amount of $2,089,582.41, but a reserve of like amount is provided as it is the Commission's practice to exclude such accounts from revenue until collected. The collections received in realization of these accounts operate as a reduction of future revenues encumbered for the completion of authorized projects.

Physical inventories of materials and supplies were taken by employees of the Commission as of June 30, 1950. The work of reconciling the quantities shown thereby with those shown by the general books is in progress and will be completed at the earliest practicable date.

The net assets underlying the reserve for the completion of authorized projects at June 30, 1950, include cash and investments, inventories of materials and supplies, and advances for preliminary costs, etc., totaling $19,424,999.55, the remainder of $32,249,787.99 representing the extent to which future tax revenues and bond proceeds are encumbered for the completion of authorized projects.

MAINTENANCE FUND

Exhibits B and D set forth the revenues and expenditures of the Maintenance Fund for the fiscal years under review. Detailed maintenance costs, by districts, and other expenditures from this account are reflected in Exhibits G and H and supporting schedules. The revenues and expenditures of this Fund for the fiscal years 1950 and 1949 are summarized as follows:

	Fiscal Year Ended June 30,	
	1950	1949
Revenues:		
Motor Vehicle Revenue Fund—50% portion	$ 4,903,694.26	$ 4,383,901.74
Sign Permit Fund	10,382.70	14,803.24
Transfer from General Construction and Operating Fund to supplement revenues	954,732.17	528,391.64
Miscellaneous	33,762.77	45,822.91
Total revenues	$ 5,902,571.90	$ 4,972,919.53
Expenditures:		
Maintenance costs, etc.	$ 4,775,817.15	$ 5,055,936.82
Capital properties acquired	778,855.58	945,678.24
Ocean City beach protection	16,178.66	5,228.33
Sign Permit Fund	6,542.82	7,573.38
Account of operation and maintenance of toll bridges	....	82,936.08
Total expenditures	$ 5,577,394.21	$ 6,097,352.85
Excess of revenues over expenditures (excess of expenditures in italics)	$ 325,177.69	*$ 1,124,433.32*
Cash balance at beginning of year	1,046,072.23	2,170,505.55
Cash balance at end of year	$ 1,371,249.92	$ 1,046,072.23

The cash balance of $1,371,249.92 in this Fund at June 30, 1950, is held for the following purposes: completion of work on existing maintenance authorizations, $80,056.26; acquisition of district garages and shops and other capital properties, $1,223,110.26; protection of Ocean City beach, $38,593.01; and roadside beautification, $29,490.39, representing available sign permit revenues.

At January 1, 1950, the State System included 4,606.22 road miles, shown by districts and by counties as follows:

District No. 1:		
Dorchester County	149.31	
Somerset County	109.14	
Wicomico County	150.88	
Worcester County	164.53	573.86
District No. 2:		
Caroline County	150.79	
Cecil County	200.52	
Kent County	155.74	
Queen Anne's County	156.40	
Talbot County	124.53	787.98
District No. 3:		
Anne Arundel County	270.55	
Carroll County	210.46	
Howard County	151.61	
Montgomery County	330.18	962.80
District No. 4:		
Baltimore County	297.04	
Harford County	265.32	562.36

District No. 5:		
Calvert County	122.50	
Charles County	278.04	
Prince George's County	278.32	
St. Mary's County	210.20	889.06
District No. 6:		
Allegany County	155.79	
Frederick County	299.05	
Garrett County	148.86	
Washington County	226 46	830.16
Total road miles		4,606.22

COUNTIES AND MUNICIPALITIES TAX REVENUES ALLOCATION FUND

The allocation of revenues as to shares of counties and total shares of municipalities within each county is reflected in Schedules 1 b of Exhibits B and D for the fiscal years 1950 and 1949, respectively. The accounts for each county and for each municipality are set forth in Schedules 1 and 1 a of Exhibits B and D. The revenues and expenditures of this Fund for the fiscal years 1950 and 1949 are summarized as follows:

	Fiscal Year Ended June 30, 1950	1949
Revenues:		
Gasoline Tax Fund—20% portion	$ 4,608,090.27	$ 4,121,082.50
Motor Vehicle Revenue Fund—20% portion	1,961,477.71	1,753,560.69
Total revenues	$ 6,569,567.98	$ 5,874,643.19
Expenditures:		
Payments to counties	$ 3,954,894.90	$ 3,685,447.32
Payments to municipalities	506,287.63	387,856.13
Transfers to County Maintenance Funds	1,954,903.20	1,752,332.23
Transfers to County Construction Funds	122,677.10	60,702.58
Total expenditures	$ 6,538,762.83	$ 5,886,338.26
Excess of revenues over expenditures (excess of expenditures in italics)	$ 30,805.15	*$ 11,695.07*
Cash balance at beginning of year	439,180.54	450,875.61
Cash balance at end of year	$ 469,985.69	$ 439,180.54

Remittances are made direct to the twelve counties which perform their own road maintenance work and to all municipalities within counties. Transfers of funds are made to county Maintenance Fund accounts, thus making available for expenditure by the State Roads Commission amounts for the maintenance of roads in the eleven counties in which the Commission performs maintenance activities for county road systems. Transfers are also made to County Construction Funds to provide the State Roads Commission with funds to finance approved projects in the several counties.

The cash balance of $469,985.69 in this Fund at June 30, 1950, represents amounts payable to counties and municipalities for revenues credited through June 30, 1950. Remittances to the twelve direct payment counties are made on a monthly basis, while remittances to municipalities are generally made on a quarterly basis.

COUNTY MAINTENANCE FUNDS

The aggregate of revenues and expenditures relating to the maintenance of road systems in the eleven counties where road maintenance activities are carried on by the Commission is summarized as follows:

	Fiscal Year Ended June 30,	
	1950	1949
Revenues:		
Remittances from counties	$ 24,000.00	$ 345,425.26
Transfers from Counties and Municipalities Tax Revenues Allocation Fund	1,954,903.20	1,752,332 23
Rental of county equipment	2,048.00	2,444.00
Total revenues	$ 1,980,951.20	$ 2,100,201.49
Expenditures:		
Maintenance costs	$ 1,654,528.98	$ 1,856,686.57
Payment to Anne Arundel County	997.82	......
Transfers to County Construction Funds	177,514.46	183,352.56
Transfers to General Construction and Operating Fund as project contributions, etc.	16,520.49	......
Total expenditures	$ 1,849,561.75	$ 2,040,039.13
Excess of revenues over expenditures	$ 131,389.45	$ 60,162.36
Cash balance at beginning of year	225,124.14	164,961.78
Cash balance at end of year	$ 356,513.59	$ 225,124.14

Schedules 1 of Exhibits B and D set forth in detail the revenues and expenditures by counties. The cash balance of $356,513.59 at June 30, 1950, shown in the foregoing summary consists of the aggregate of the cash balances for ten counties, $374,791.09, less an overdrawn balance of $18,277.50 in one county. The overdrawn balance was satisfied through remittances received during July and August, 1950.

Remittances from counties to this Fund represent payments to supplement shares of tax revenues available for maintenance work in the several counties. Transfers of allocated State tax revenues represent generally the distributable shares of the eleven counties in which the Commission carries on maintenance activities.

Expenditures comprise maintenance costs, an adjustment with Anne Arundel County relating to a prior year, transfers of funds to County Construction Funds to make funds available for county construction projects, and transfers to the General Construction and Operating Fund as contributions by certain counties toward State construction projects. Analyses of maintenance costs by counties and by descriptive classifications are set forth in Exhibits I and J.

A consolidated balance sheet at June 30, 1950 and 1949, of all counties is as follows:

	June 30, 1950	1949
Assets:		
Cash with State Treasurer	$ 356,513.59	$ 225,124.14
Future revenues encumbered for the completion of authorized projects	56,042.24	2,868.12
Total	$ 412,555.83	$ 227,992.26
Liabilities:		
Reserve for the completion of authorized projects	$ 37,764.74	$ 4,454.55
Surplus	374,791.09	223,537.71
Total	$ 412,555.83	$ 227,992.26

Schedules 1 of Exhibits A and C show the individual balance sheet for each county included in this Fund.

At January 1, 1950, the county road systems maintained by the State Roads Commission of Maryland comprised 3,771.22 road miles as follows:

Calvert County	188.20
Caroline County	460.38
Cecil County	443.61
Charles County	268.88
Kent County	224.07
Queen Anne's County	386.92
St. Mary's County	267.95
Somerset County	287.29
Talbot County	269.04
Wicomico County	528.15
Worcester County	446.73
Total road miles	3,771.22

COUNTY CONSTRUCTION FUNDS

A summary of the consolidated revenues and expenditures of the Construction Funds of all counties for the fiscal years 1950 and 1949 is as follows:

	Fiscal Year Ended June 30, 1950	1949
Revenues:		
Remittances by counties	$ 408,119.70	$ 174,116.95
Federal aid apportioned by State	652,624.86	887,196.71
Transfers from Tax Revenues Allocation Fund	122,677.10	60,702.58
Transfers from County Maintenance Funds	177,514.46	183,352.56
Total revenues	$ 1,360,936.12	$ 1,305,368.80

Expenditures:		
Construction costs	$ 891,377.12	$ 1,953,097.09
Federal aid apportioned and paid to Frederick County	91,435.49	70,216.62
Transfers to General Construction and Operating Fund	189,040.45	3,959.07
Total expenditures	$ 1,171,853.06	$ 2,027,272.78
Excess of revenues over expenditures (excess of expenditures in italics)	$ 189,083.06	*$ 721,903.98*
Cash balance at beginning of year	44,198.68	766,102.66
Cash balance at end of year	$ 233,281.74	$ 44,198.68

Revenues and expenditures by counties are set forth in Schedules 3 of Exhibits B and D for the fiscal years 1950 and 1949, respectively. Expenditures for project costs are scheduled by counties and by projects in Exhibit L of this report.

The cash balance of $233,281.74 at June 30, 1950, shown in the foregoing summary consists of the aggregate of the cash balances for ten counties, $640,854.18, less overdrawn balances of $407,572.44 in ten other counties. Anticipated funds scheduled from Federal aid programs, cash balances and authorized expenditures at June 30, 1950, and estimated balances, for future authorizations are reflected in Schedule 3 a of Exhibit B.

A consolidated balance sheet of all counties at June 30, 1950 and 1949, is as follows:

	June 30, 1950	June 30, 1949
Assets:		
Cash with State Treasurer	$ 233,281.74	$ 44,198.68
Accounts receivable—Federal aid allocations	193,822.39	406,196.47
Future revenues encumbered for the completion of authorized projects	773,662.12	867,638.29
Total	$ 1,200,766.25	$ 1,318,033.44
Liabilities:		
Reserves for completion of authorized projects	$ 617,737.11	$ 662,499.14
Reserves for accounts receivable	193,822.39	406,196.47
Surplus	389,206.75	249,337.83
Total	$ 1,200,766.25	$ 1,318,033.44

The balance sheet of each county at June 30, 1950 and 1949, is set forth in Schedules 2 of Exhibits A and C, respectively.

A summary of road construction authorizations and expenditures for all counties for the fiscal years 1950 and 1949 is as follows:

	Fiscal Year Ended June 30,	
	1950	1949
Remainder of construction and reconstruction project expenditures authorized on work in progress at beginning of year	$ 662,499.14	$ 1,441,344.71
Project expenditure authorizations	846,615.09	1,174,251.52
Total	$ 1,509,114.23	$ 2,615,596.23
Project expenditures	891,377.12	1,953,097.09
Remainder of construction and reconstruction project expenditures authorized on work in progress at end of year	$ 617,737.11	$ 662,499.14

BONDED DEBT AND DEBT SERVICE FUNDS

The revenues and expenditures of the Bonded Debt and Debt Service Funds presented in detail in Schedules 4 of Exhibits B and D are summarized as follows:

	Fiscal Year Ended June 30,	
	1950	1949
Revenues:		
Portion of the proceeds of 50% share of the Gasoline Tax Fund	$ 1,817,032.26	$ 789,503.75
Portion of proceeds of Excise Tax on Issuance of Certificates of Title to Motor Vehicles	518,489.24	
Proceeds from sale of Series A and Series B State Highway Construction Bonds, (including premium, $6,497.50, and accrued interest, $2,661.64)	25,009,159.14	....
Net income from investments—United States Treasury obligations	8,298.58	11,000.00
Transfer from General Construction and Operating Fund to supplement funds available for the redemption of Chesapeake Bay Ferry System Improvement Bonds of 1945		1,238,292.70
Total revenues	$27,352,979.22	$ 2,038,796.45
Expenditures:		
Redemption of bonds	$ 5,253,000.00	$ 1,981,000.00
Payment of interest on bonds	281,759.25	112,214.17
Payment of premium on bonds called	139,710.00	52,040.00
Expenses of bond issues	56,435.71	
Transfer to General Construction and Operating Fund—net funds available for construction projects	20,215,732.27	
Total expenditures	$25,946,637.23	$ 2,145,254.17
Excess of revenues over expenditures (excess of expenditures in italics)	$ 1,406,341.99	*$ 106,457.72*
Cash balance at beginning of year	705,294.01	811,751.73
Cash balance at end of year	$ 2,111,636.00	$ 705,294.01

The cash balance of $2,111,636.00 at June 30, 1950, includes $2,101,236.00 required for debt service on Series A and Series B State Highway Construction Bonds during the fiscal year 1951 plus $10,400.00 required to redeem unpresented Refunding and Improvement Bonds of 1941 called in a prior period. The 1951 debt service requirements comprise Series A bond maturities in the amount of $1,500,000.00, Series B bond maturities in the amount of $166,000.00, and interest of $435,236.00 on all outstanding Series A and Series B bonds.

The balance sheet of the Bonded Debt and Debt Service Funds at June 30, 1950 and 1949, is as follows:

	June 30, 1950	June 30, 1949
Assets:		
Cash with State Treasurer	$ 2,111,636.00	$ 705,294.01
Debt service funds with Fiscal Agent	2,296.26	1,862.50
Future tax revenues encumbered and portion of existing Sinking Fund reserved for the redemption of bonds	$25,000,000.00	$ 5,253,000.00
Total	$27,113,932.26	$ 5,960,156.51
Liabilities:		
Bonds and interest coupons due and payable	$ 12,696.26	$ 12,262.50
State Highway Construction Bonds payable:		
Series A, dated August 1, 1949	22,500,000.00	
Series B, dated December 1, 1949	2,500,000.00	
Refunding and Improvement Bonds of 1941 payable		5,253,000.00
Sinking fund reserve	2,101,236.00	694,894.01
Total	$27,113,932.26	$ 5,960,156.51

The Legislature of 1947 authorized and empowered the State Roads Commission of Maryland to issue in series from time to time by formal resolution State Highway Construction Bonds not to exceed in the aggregate $100,000,000 and directed that the proceeds from all issues, after providing for certain debt retirement, etc., shall be used for the financing of authorized construction projects. The status of the State Highway Construction Bond authorization of $100,000,000 at June 30, 1950, is as follows:

Authorized by the Commission and issued:	
Series A, dated August 1, 1949	$ 22,500,000
Series B, dated December 1, 1949	2,500,000
Authorized by the Commission but unissued (to be issued as required)	50,000,000
Unauthorized (to be authorized and issued as required)	25,000,000
Total	$100,000,000

The Series A State Highway Construction Bonds were sold at par for $22,500,000. The total interest requirement for Series A bonds results in an average annual interest rate of 1.49479%. The Series B bonds of a total par value of $2,500,000 were sold at a premium of .2599%, or a total of $2,506,497.50. The total interest requirement for Series B bonds, less the premium realized, results in an average annual interest rate of 1.53731%. Debt service requirements for Series A and Series B State Highway Construction Bonds are shown in Schedule 3a of Exhibit A.

TOLL BRIDGE FUNDS

Toll and other revenues of the Susquehanna River Toll Bridge and the Potomac River Toll Bridge, as well as the revenues from the Chesapeake Bay Bridge when put into operation, are administered pursuant to the terms of a Trust Agreement dated October 1, 1948, by and between the State Roads Commission of Maryland and the Baltimore National Bank, as Trustee, securing the payment of State of Maryland Bridge Revenue Bonds (Series 1948) issued in the total amount of $43,925,000.

The consolidated transactions of the Revenue Projects General Fund and Operations Reserve Fund for the fiscal years ended September 30, 1950 and 1949, are summarized as follows:

	Fiscal Year Ended September 30, 1950	1949
Cash balance at beginning of year	$ 140,781.08	$ 1,079,286.51
Additions:		
Net revenues of Susquehanna River and Potomac River Toll Bridges	$ 1,912,313.34	$ 1,579,317.19
Portion of proceeds from sale of State of Maryland Bridge Revenue Bonds (Series 1948) required to redeem Bridge Revenue Refunding Bonds (Series 1941)		362,384.34
Total additions	$ 1,912,313.34	$ 1,941,701.53
Total	$ 2,053,094.42	$ 3,020,988.04
Deductions:		
Transfers to Revenue Projects Interest and Sinking Fund	$ 1,807,753.28	$ 1,446,616.96
Redemption of Bridge Revenue Refunding Bonds (Series 1941)		1,433,590.00
Total deductions	$ 1,807,753.28	$ 2,880,206.96
Cash balance at end of year	$ 245,341.14	$ 140,781.08

The cash balance of $245,341.14 at September 30, 1950, includes $32,877.06 held in the Revenue Projects General Fund for account of current expense requirements and $212,464.08 held in the Operations Reserve Fund for paying expenses of operation, maintenance or repair, replacing equipment, and for insurance.

The consolidated transactions of the Revenue Projects Interest and Sinking Fund for the fiscal years 1950 and 1949 are as follows:

	Fiscal Year Ended September 30 1950	 1949
Cash balance at beginning of year	$ 411,154.53	....
Additions:		
Transfers from Revenue Projects General Fund	$ 1,807,753.28	$ 1,446,616.96
Accrued interest received from sale of State of Maryland Bridge Revenue Bonds (Series 1948)	17,133.33	80,605.07
Total additions	$ 1,824,886.61	$ 1,527,222.03
Total	$ 2,236,041.14	$ 1,527,222.03
Deduction—Payment of interest on State of Maryland Bridge Revenue Bonds (Series 1948)	$ 1,321,667.50	$ 1,116,067.50
Cash balance at end of year (including investment in United States Treasury obligations)	$ 914,373.64	$ 411,154.53

The cash balance of $914,373.64 (including $526,220.93 invested in United States Treasury obligations) in the Revenue Projects Interest and Sinking Fund comprises $184,868.10 held in the Bond Service Account for account of interest due April 1, 1951, and $729,505.54 held in the Reserve Account for paying interest on all bonds and maturing principal on Serial Bonds to the extent funds in the Bond Service Account are insufficient.

During the period under review the Commission sold $43,925,000 par value of State of Maryland Bridge Revenue Bonds (Series 1948). Of that amount, bonds in the amount of $37,500,000 were sold at par on October 27, 1948, consisting of $18,500,000 of serial bonds with maturity dates beginning October 1, 1952, and annually thereafter through 1967 and with interest rates ranging from 2½% to 3% per annum, and $19,000,000 of 3.2% term bonds due October 1, 1972. Additional 3.2% term bonds due October 1, 1972, of a total par value of $6,425,000 were sold November 1, 1949, for $6,579,500, which included a premium of $154,500. The proceeds from the sale of State of Maryland Bridge Revenue Bonds (Series 1948), exclusive of accrued interest received, are accounted for with other related receipts in the Chesapeake Bay Bridge Construction Fund as follows:

	Fiscal Year Ended September 30, 1950	 1949
Cash Balance at beginning of year	$34,889,614.15	.....
Revenues:		
Sale of State of Maryland Bridge Revenue Bonds (Series 1948):		
Principal	$ 6,425,000.00	$37,500,000.00
Premium	154,500.00	....
Total	$ 6,579,500.00	$37,500,000.00

Less Portion of proceeds from sale of bonds required to redeem Bridge Revenue Refunding Bonds (Series 1941)		362,384.34
Portion of bond proceeds available for construction	$ 6,579,500.00	$37,137,615.66
Net income from investment in obligations of the United States Treasury	394,336.33	198,594.54
Total revenues	$ 6,973,836.33	$37,336,210.20
Total	$41,854,450.48	$37,336,210.20
Expenditures for account of Chesapeake Bay Bridge under construction	8,465,518.60	2,455,596.05
Cash balance at end of year (including investment in United States Treasury obligations)	$33,388,931.88	$34,880,614.15

The balance of $33,388,931.88 in the Chesapeake Bay Bridge Construction Fund at September 30, 1950, consists of $1,382,925.75 in cash and $32,006,006.13 invested in securities of the United States Treasury. Both the cash and investment securities are held by the Baltimore National Bank as Trustee.

To September 30, 1950, $10,921,114.65 had been expended for account of construction of the Chesapeake Bay Bridge. This amount includes payments of $9,047,584.18 under construction contracts; it also includes other payments aggregating $1,873,530.47 for preliminary expenses, lands and rights-of-way, engineering and legal fees, and administrative and other costs. Application of the payments of $9,047,584.18 against the total contract awards to which they relate leaves $28,160,381.78 yet to be expended under these contracts. The amount of $33,388,931.88 available for expenditure at September 30, 1950, is therefore subject to the foregoing obligations of $28,160,381.78, the remainder of $5,228,550.10 being available for the construction of an administration building, toll collection facilities, navigation lights, approach roads and slope paving, landscaping, engineering fees, administrative and other costs, and contingencies.

Financial statements pertaining to toll bridge revenue and construction funds are included in this report and designated as Exhibits R to Y, inclusive.

CHESAPEAKE BAY FERRY SYSTEM FUND

The revenues, expenditures, and surplus accounts for this Fund for the fiscal years ended May 31, 1950 and 1949, are as follows:

	Fiscal Year Ended May 31,	
	1950	1949
Revenues:		
Tolls	$ 1,545,522.00	$ 1,393,617.94
Concessions and rents	71,923.07	66,094.85
Recoveries of insurance	67,300.80	8,273.78
Miscellaneous	367.78	1,067.37
Total revenues	$ 1,685,113.65	$ 1,469,053.94

Expenditures:		
Operating expenses	$ 873,716.54	$ 833,538.38
Maintenance and repairs	273,500.46	199,007.07
General expenses	215,482.67	208,308.82
Acquisition of capital properties—net	9,947.36	261,971.67
Redemption of Chesapeake Bay Ferry Revenue Bonds of 1941		$ 451,200.00
Adjustments of reserves, etc.—net	16,816.29	*32,737.63*
Total expenditures	$ 1,389,463.32	$ 1,921,288.31
Excess of revenues over expenditures (excess of expenditures in italics)	$ 295,650.33	$ *452,234.37*
Surplus at beginning of year	151,390.52	603,624.89
Surplus at end of year	$ 447,040.85	$ 151,390.52

The balance of $447,040.85 in the surplus account at May 31, 1950, is subject to the provision for payment in June, 1950, of $250,963.00 to the General Construction and Operating Fund of the State Roads Commission to apply on account of funds advanced by that Fund for the redemption of Chesapeake Bay Ferry System Improvement Bonds of 1945. The remainder of $196,077.85 represents the portion of surplus reserved for operating expenses, inventories, accounts receivable, etc., relating to the Chesapeake Bay Ferry System.

The balance sheet status of this Fund at May 31, 1950 and 1949, is summarized as follows:

	May 31,	
	1950	1949
Assets:		
Cash	$ 425,541.88	$ 110,992.29
Inventories of materials and supplies	20,116.44	22,228.74
Accounts receivable and insurance claims	43,842.78	35,125.60
Fixed assets—at cost	4,969,349.27	4,959,401.91
Total	$ 5,458,850.37	$ 5,127,748.54
Liabilities:		
Accounts payable, deposits, etc.	$ 20,029.67	$ 16,956.11
Reserve for recovery of insurance claims	22,430.58	
State equity in fixed assets	4,969,349.27	4,959,401.91
Surplus reserved for operating requirements, etc.	447,040.85	151,390.52
Total	$ 5,458,850.37	$ 5,127,748.54

The financial transactions relating to this Fund are reflected in Exhibits Z1 to Z4 inclusive.

GENERAL

The application of the gross receipts of the State derived from the gasoline tax and from motor vehicle fees and fines is set forth in the reports of the State Comptroller for the fiscal years ended June 30, 1950 and 1949, and is summarized as follows:

	Fiscal Year Ended June 30,	
	1950	1949
Gasoline Tax—Application of funds:		
Payment of Refunds	$ 1,984,645.70	$ 2,006,913.70
Reserve for refunds		50,000.00
Appropriated for salaries and expenses of the Gasoline Tax Division in the office of the Comptroller of the Treasury—net	76,545.06	54,443.04
Shares apportioned:		
Baltimore City (30%)	6,912,135.41	6,181,623.74
State Roads Commission for use of counties and municipalities (20%)	4,608,090.27	4,121,082.50
State Roads Commission (50%)	11,520,225.73	10,302,706.23
Total gasoline tax	$25,101,642.17	$22,716,769.21
Motor Vehicle Fees and Fines—Application of funds:		
Payment of refunds	$ 111,682.97	$ 105,792.50
Appropriated for salaries and expenses—net:		
Department of Motor Vehicles	1,102,964.24	926,904.82
Traffic Court of Baltimore City	91,109.68	89,301.15
Payments to counties on account of salaries and expenses of trial magistrates	142,528.00	120,976.00
Shares apportioned:		
Baltimore City (30%)	2,942,216.53	2,630,341.03
State Roads Commission for use of counties and municipalities (20%)	1,961,477.71	1,753,560.69
State Roads Commission (50%)	4,903,694.26	4,383,901.74
Total motor vehicle fees and fines	$11,255,673.39	$10,010,777.93

The shares apportioned to the State Roads Commission can be identified in the accompanying financial statements to which they relate.

In the comments relating to the General Construction and Operating Fund it was shown that at June 30, 1950, the amount authorized to complete construction and reconstruction projects in progress aggregates $51,674,787.54. The funds for financing these projects will be obtained from the following sources:

Cash and investments of the General Construction and Operating Fund at June 30, 1950	$18,390,545.61
Issuance of Series C State Highway Construction Bonds dated December 1, 1950	$25,000,000.00
Further issuance of State Highway Construction Bonds, as required, and from 1951 fiscal year revenues of the Commission	$18,274,241.93

The issuance of $25,000,000 par value of Series C State Highway Construction Bonds dated December 1, 1950, will reduce the unissued portion of the authorized $100,000,000 highway construction bond issue to $50,000,000. Of this unissued portion, the Commission has authorized the issuance of $25,000,000 of bonds as construction requirements demand, leaving $25,000,000 subject to future authorization.

Respectfully submitted,

CARL L. WANNEN,
Comptroller.

COMBINED BALANCE SHEET, JUNE 30, 1950 (INCLUDING ALL FUNDS EXCEPT SUSQUEHANNA RIVER TOLL BRIDGE, POTOMAC RIVER TOLL BRIDGE, CHESAPEAKE BAY BRIDGE, AND CHESAPEAKE BAY FERRY SYSTEM)

	Total	General Construction and Operating Fund	Maintenance Fund	Counties and Municipalities Tax Revenues Allocation Fund	County Maintenance Funds (Schedule 1)	County Construction Funds (Schedule 2)	Bonded Debt and Debt Service Funds (Schedule 3)	Fixed Assets (Schedule 4)
ASSETS								
Cash and Investments:								
Cash with State Treasurer	$ 10,948,550.33	$ 6,105,883.39	$ 1,371,249.92	$ 469,985.69	$ 356,513.59	$ 233,281.74	$ 2,111,636.00	
Investments—Short term obligations of United States Treasury—at cost:								
Series B 1¼% Notes (par value $5,000,000)	5 000,000.00	5,000,000.00						
Treasury Bills (maturity value $7,000,000)	6,984,662.22	6,984,662.22						
Working Fund:								
Payroll	477,500.00	477,500.00						
Office	22,500.00	22,500.00						
Debt Service Funds with Fiscal Agent	2,296.26						2,296.26	
Accounts Receivable:								
United States Government (Federal Aid)	2,252,415.61	2,058,593.22				193,822.39		
Tenants and Others	30,989.19	30,989.19						
Counties, Etc.	139,286.38	139,286.38						
Inventories of Materials and Supplies (Estimated valuation)	900,233.58	900,233.58						
Preliminary Construction Costs, Etc.	453,674.56	453,674.56						
Roads System Construction and Other Work in Progress	45,792.833.64	45,792,833.64						
Roads System and Other Fixed Assets (Book value)	245,530,856.35							$245,530,856.33
Future Tax Revenues Encumbered and Portion of Existing Sinking Fund Reserved for the Redemption of Series A and Series B State Highway Construction Bonds	25,000,000.00						25,000,000.00	
Future Revenues Encumbered for the Completion of Authorized Projects:								
State tax revenues, bond proceeds, etc.	32,249,787.99	32,249,787.99						
County funds and Federal aid apportionments	829,704.36				56,042.24	773,662.12		
Total	$376,615,290.45	$100,515,944.17	$ 1,371,249.92	$ 469,985.69	$ 412,555.83	$ 1,200,766.25	$27,113,932.26	$215,530,856.33
LIABILITIES								
Tax Apportionments Payable To:								
Counties	$ 283,894.36			$ 283,894.36				
Municipalities	186,091.33			186,091.33				
Accounts Payable, Etc.	5,066.02	$ 5 066.02						
Called Bonds and Interest Coupons Payable Through State Treasurer or Fiscal Agent	12 696.26						$ 12,696.26	
State Highway Construction Bonds Payable:								
Series A	22,500,000.00						22,500,000.00	
Series B	2,500,000.00						2,500,000.00	
Due to State Comptroller for Working Fund Advanced	500,000.00	500,000.00						
State Equity in Roads System Construction and Other Work in Progress	46,246,508.20	46,246,508.20						
State Equity in Roads System and Other Fixed Assets	245,530,856.33							$245,530,856.33
Reserves:								
Completion of authorized projects	52,410,345.65	51,674,787.54	$ 80,056.26		$ 37,764.74	$ 617,737.11		
State Highway Construction Bonds Sinking Fund	2,101,236.00						2,101,236.00	
Acquisition of capital properties	1,223,110.26		1,223,110.26					
Ocean City beach protection	38,593.01		38,593.01					
Sign Permit Fund	29,490.39		29,490.39					
Accounts receivable	2,283,404.80	2,089,582.41				193,822.39		
Surplus Available for New Projects, Etc.	763,997.84				374,791.09	389,203.75		
Total	$376,615,290.45	$100,515,944.17	$ 1,371,249.92	$ 469,985.69	$ 412,555.83	$ 1,200,766.25	$27,113,932.26	$245,530,856.33

Note: As shown by this statement, State Highway Construction Bonds in the aggregate principal amount of $25,000,000 were outstanding at June 30, 1950; in addition to these bonds, the State Roads Commission is authorized to issue from time to time State Highway Construction Bonds not to exceed $75,000,000, or a total authorized issue of $100,000,000.

Exhibit A, Schedule 1

COUNTY MAINTENANCE FUNDS

COMBINED BALANCE SHEET, JUNE 30, 1950

	Assets			Liabilities		
	Cash with State Treasurer	Future Receipts Encumbered for the Completion of Authorized Projects	Total	Reserve for Completion of Authorized Projects	Surplus Available for New Projects, Etc.	Total
Calvert County	$ 22,791.01		$ 22,791.01		$ 22,791.01	$ 22,791.01
Caroline County	92,678.36		92,678.36		92,678.36	92 678.36
Cecil County	9,770.63		9,770.63		9,770.63	9,770.63
Charles County	28,501.38		28,501.38		28,501.38	28,501.38
Kent County	19,669.33		19,669.33		19,669.33	19,669.33
Queen Anne's County	15,378.95		15.378.95		15,378.95	15,378.95
St. Mary's County	36,712.85		36,712.85		36,712.85	36,712.85
Somerset County	19,540.34		19,540.34		19,540.34	19,540.34
Talbot County	*18,277.50*	$ 56 042.24	37,764.74	$ 37,764.74		37,764.74
Wicomico County	92,835.57		92,835.57		92,835.57	92,835.57
Worcester County	36,912.67		36,912.67		36,912.67	36,912.67
Total	$ 356,513.59	$ 56,042.24	$ 412,555.83	$ 37,764.74	$ 374,791.09	$ 412,555.83

ITALICS INDICATE RED FIGURES.

Exhibit A, Schedule 2

COUNTY CONSTRUCTION FUNDS

COMBINED BALANCE SHEET, JUNE 30, 1950

	Assets				Liabilities			
	Cash with State Treasurer	Accounts Receivable United States Government (Federal Aid)	Future Receipts Encumbered for the Completion of Authorized Projects—County Funds and Federal Aid Apportionments	Total	Reserve for Completion of Authorized Projects	Reserve for Accounts Receivable	Surplus Available for New Projects, Etc.	Total
Allegany County	$182,337.95			$ 182,337.95			$182,337.95	$ 182,337.95
Anne Arundel County	102,007.69			102,007.69	$ 1,289.95		100,717.74	102,007.69
Baltimore County	*135,524.43*		$136,046.97	522.54	522.54			522.51
Calvert County								
Caroline County	9,839.21		40,018.94	49,858.15	49,858.15			49,858.15
Carroll County	*6,446.46*		17,439.34	10,992.88	10,992.88			10,992.88
Cecil County	*47,855.05*		85,902.24	38,047.19	38,047.19			38,047.19
Charles County	630.19			630.19			630.19	630.19
Dorchester County	*42,439.01*		42,439.01					
Frederick County	*39,261.74*		39,261.74					
Garrett County	*28,748.45*		63,545.31	34,796.86	34,796.86			34,796.86
Harford County	225,555.64		112,512.77	338,068.41	338,068.41			338,068.41
Howard County	5,531.06		382.65	5,913.71	5,913.71			5,913.71
Kent County	6,227.14		29,414.31	35,641.45	35,641.45			35,641.45
Montgomery County	*28,403.16*		28,403.16					
Prince George's County	*52,604.40*		52,604.40					
Queen Anne's County	*24,177.73*		51,677.23	27,499.50	27,499.50			27,499.50
St. Mary's County								
Somerset County	*2,112.01*		2,112.01					
Talbot County								
Washington County	88,880.68			88,880.68			88,880.68	88,880.68
Wicomico County	16,640.19			16,640.19			16,640.19	16,640.19
Worcester County	3,204.43		71,902.04	75,106.47	75,106.47			75,106.47
Undistributed (Apportioned on a road mileage basis when realized)		$193,822.39		193,822.39		$193,822.39		193,822.39
Total	$233,281.74	$193,822.39	$773,662.12	$ 1,200,766.25	$617,737.11	$193,822.39	$389,206.75	$ 1,200,766.25

ITALICS INDICATE RED FIGURES.

Exhibit A, Schedule 3

BONDED DEBT AND DEBT SERVICE FUNDS

COMBINED BALANCE SHEET, JUNE 30, 1950

	Total	State Highway Construction Bonds—Bonded Debt Fund	State Highway Construction Bonds—Sinking Fund	Refunding and Improvement Bonds of 1941—Debt Service Fund	1% Bonds of 1933—Debt Service Fund
ASSETS					
Cash With State Treasurer	$ 2,111,636.00		$ 2,101,236.00		$ 10,400.00
Debt Service Funds With Fiscal Agent	2,296.26		643.76	$ 52.50	1,600.00
Future Tax Revenues Encumbered and Portion of Existing Sinking Fund Reserved for the Redemption of Series A and Series B State Highway Construction Bonds	25,000,000.00	$25,000,000.00			
Total	$27,113,932.26	$25,000,000.00	$ 2,101,879.76	$ 52.50	$ 12,000.00
LIABILITIES					
Called Bonds and Interest Coupons Payable Through State Treasurer or Fiscal Agent	$ 12,696.26		$ 643.76	$ 52.50	$ 12,000.00
State Highway Construction Bonds Payable:					
Series A	22,500,000.00	$22,500,000.00			
Series B	2,500,000.00	2,500,000.00			
Debt Service Reserves	2,101,236.00		2,101,236.00		
Total	$27,113,932.26	$25,000,000.00	$ 2,101,879.76	$ 52.50	$ 12,000.00

EXHIBIT A, Schedule 3a

BONDED DEBT AND DEBT SERVICE FUNDS
STATE HIGHWAY CONSTRUCTION BONDS PAYABLE, JUNE 30, 1950

MATURITY DATE	INTEREST RATE	PRINCIPAL	
		MATURITIES	TOTAL
Series A:			
August 1, 1950	4%	$1,500,000.00	
August 1, 1951	4%	1,500,000.00	
August 1, 1952	4%	1,500,000.00	
August 1, 1953	1¼%	1,500,000.00	
August 1, 1954	1⅛%	1,500,000.00	
August 1, 1955	1¼%	1,500,000.00	
August 1, 1956	1¼%	1,500,000.00	
August 1, 1957	1¼%	1,500,000.00	
August 1, 1958	1¼%	1,500,000.00	
August 1, 1959	1¼%	1,500,000.00	
August 1, 1960	1¼%	1,500,000.00	
August 1, 1961	1½%	1,500,000.00	
August 1, 1962	1½%	1,500,000.00	
August 1, 1963	1½%	1,500,000.00	
August 1, 1964	1½%	1,500,000.00	$22,500,000.00
Series B:			
December 1, 1950	4%	$166,000.00	
December 1, 1951	4%	166,000.00	
December 1, 1952	4%	166,000.00	
December 1, 1953	4%	166,000.00	
December 1, 1954	1%	166,000.00	
December 1, 1955	1-1/10%	167,000.00	
December 1, 1956	1⅕%	167,000.00	
December 1, 1957	1¼%	167,000.00	
December 1, 1958	1¼%	167,000.00	
December 1, 1959	1¼%	167,000.00	
December 1, 1960	1¼%	167,000.00	
December 1, 1961	1½%	167,000.00	
December 1, 1962	1½%	167,000.00	
December 1, 1963	1½%	167,000.00	
December 1, 1964	1½%	167,000.00	2,500,000.00
TOTAL			$25,000,000.00

NOTE—A summary of debt service requirements, by fiscal years, is as follows:

FISCAL YEAR ENDING JUNE 30	TOTAL	PRINCIPAL	INTEREST
1951	$2,101,236.00	$1,666,000.00	$435,236.00
1952	2,034,596.00	1,666,000.00	368,596.00
1953	1,967,956.00	1,666,000.00	301,956.00
1954	1,921,941.00	1,666,000.00	255,941.00
1955	1,899,971.00	1,666,000.00	233,971.00
1956	1,881,417.50	1,667,000.00	214,417.50
1957	1,860,747.00	1,667,000.00	193,747.00
1958	1,839,951.25	1,667,000.00	172,951.25
1959	1,819,113.75	1,667,000.00	152,113.75
1960	1,798,276.25	1,667,000.00	131,276.25
1961	1,777,438.75	1,667,000.00	110,438.75
1962	1,754,517.50	1,667,000.00	87,517.50
1963	1,729,512.50	1,667,000.00	62,512.50
1964	1,704,507.50	1,667,000.00	37,507.50
1965	1,679,502.50	1,667,000.00	12,502.50
TOTAL	$27,770,684.50	$25,000,000.00	$2,770,684.50

EXHIBIT A, Schedule 4

STATEMENT OF ROADS SYSTEM AND OTHER FIXED ASSETS FOR THE FISCAL YEAR ENDED JUNE 30, 1950

	BALANCE, JULY 1, 1949	ADDITIONS			DEDUCTIONS	BALANCE, JUNE 30, 1950
		GENERAL CONSTRUCTION AND OPERATING FUND	MAINTENANCE FUND	TOTAL		
ROADS SYSTEM:						
Roads	$207,112,688.83	$ 13,418,438.74	....	$ 13,418,438.74	....	$220,561,127.57
Bridges (Since May, 1929)	17,322,016.15	1,305,922.29	....	1,305,922.29	....	18,627,938.41
Traffic Control Facilities (Since July, 1948)	67,856.33	88,430.17	....	88,430.17	....	156,286.50
TOTAL ROADS SYSTEM	$224,502,561.31	$ 14,812,791.20	....	$ 14,812,791.20	....	$239,345,352.51
OTHER FIXED ASSETS:						
Lands and Buildings	$ 666,556.25	$ 33,082.41	$ 221,556.26	$ 254,638.67	....	$ 921,194.92
Engineering Equipment	275,856.97	....	47,717.86	47,717.86	$ 2,092.30	321,482.53
Office Equipment	113,394.66	....	51,612.61	51,612.61	3,995.62	194,011.65
Road Equipment	3,497,052.99	....	343,254.82	343,254.82	341,867.32	3,498,440.49
Shop, Storeroom, Yard, and Other Equipment	920,532.05	....	38,730.10	38,730.10	....	959,262.15
Transportation Equipment	220,174.43	....	124,537.09	124,537.09	53,599.44	291,112.08
TOTAL OTHER FIXED ASSETS	$ 5,723,567.35	$ 33,082.41	$ 830,408.74	$ 863,491.15	$ 401,554.68	$ 6,185,503.82
TOTAL	$230,226,128.66	$ 14,875,873.61	$ 830,408.74	$ 15,706,282.35	$ 401,554.68	$245.530,856.33

NOTES: This statement does not include work in progress.
The balance of $245,530,856.33 at June 30, 1950, is apparently overstated as the result of unrecorded dispositions over a period of years.

EXHIBIT B

COMBINED STATEMENT OF REVENUES AND EXPENDITURES FOR THE FISCAL YEAR ENDED JUNE 30, 1950 INCLUDING ALL FUNDS EXCEPT SUSQUEHANNA RIVER TOLL BRIDGE, POTOMAC RIVER TOLL BRIDGE, CHESAPEAKE BAY BRIDGE, AND CHESAPEAKE BAY FERRY SYSTEM,

	TOTAL	ELIMINATIONS	GENERAL CONSTRUCTION AND OPERATING FUND	MAINTENANCE FUND	COUNTIES AND MUNICIPALITIES TAX REVENUES ALLOCATION FUND (Schedule 1)	COUNTY MAINTENANCE FUNDS (Schedule 2)	COUNTY CONSTRUCTION FUNDS (Schedule 3)	BONDED DEBT AND DEBT SERVICE FUNDS (Schedule 4)
CASH BALANCE, JULY 1, 1949	$ 12,102,054.92		$ 9,642,185.32	$ 1,046,072.23	$ 439,180.54	$ 225,121.14	$ 44,198.68	$ 705,294.01
REVENUES:								
Gasoline Tax Fund:								
50% portion	$ 11,520,225.73		$ 9,703,193.47					$ 1,817,032.26
20% portion	4,608,090.27				$ 4,608,090.27			
Excise Tax on issuance of certificates of title to motor vehicles	5,978,947.79		5,460,458.55					518,489.24
Motor Vehicle Revenue Fund:								
50% portion	4,903,694.26			$ 4,903,694.26				
20% portion	1,961,477.71				1,961,477.71			
Portion of cost of Defense Access Projects recovered from Baltimore City	167,452.81		167,452.81					
Federal aid	5,822,041.27		5,169,416.41				$ 652,624.86	
Specific work authorizations—billwork	135,704.62		135,704.62					
Sale of specifications	11,733.00			11,733.00				
Sale of new, old, and scrap materials, and miscellaneous income	13,959.51			13,959.51				
Rental of properties	8,070.26			8,070.26				
Remittances by counties	432,119.70					$ 24,000.00	408,119.70	
Rental of county equipment	2,048.00					2,048.00		
Sign Permit Fund	10,382.70			10,382.70				
Proceeds from sale of bonds	25,009,159.14							25,009,159.14
Net income from United States Treasury obligations	107,183.93		98,885.35					8,298.58
Reimbursement of advances for account of Toll System Facilities, etc.	38,551.81		38,551.81					
Portion of Chesapeake Bay Ferry System revenues remitted to apply on account of bond redemption transaction	250,963.00		250,963.00					
Collections for account of State Treasurer:								
Sign licenses—General Fund		$ 4,183.46	4,183.46					
Hauling permits—Motor Vehicle Revenue Fund		55,530.00	55,530.00					
Miscellaneous	1,516.93		1,516.93					
TOTAL REVENUES	$ 60,983,322.44	$ 59,713.46	$ 21,085,856.41	$ 4,947,839.73	$ 6,569,567.98	$ 26,048.00	$ 1,060,744.56	$ 27,352,979.22
TRANSFERS:								
From General Construction and Operating Fund		954,732.17		954,732.17				
From Counties and Municipalities Tax Revenues Allocation Fund		2,077,580.30				1,954,903.20	122,677.10	
From County Maintenance Funds		194,034.95	16,520.49				177,514.46	
From County Construction Funds		189,040.45	189,040.45					
From State Highway Construction Bond Fund		20,215,732.27	20,215,732.27					
TOTAL REVENUES, INCLUDING TRANSFERS	$ 60,983,322.44	$ 23,690,833.60	$ 41,507,149.62	$ 5,902,571.90	$ 6,569,567.98	$ 1,980,951.20	$ 1,360,936.12	$ 27,352,979.22
TOTAL	$ 73,085,377.36	$ 23,690,833.60	$ 51,149,334.94	$ 6,948,644.13	$ 7,008,748.52	$ 2,206,075.34	$ 1,405,134.80	$ 28,058,273.23

EXPENDITURES:								
Construction costs	$ 31,658,457.55		$ 30,767,080.43				$ 891,377.12	
Maintenance costs	6,430,346.13			$ 4,775,817.15		$ 1,654,528.98		
Capital properties acquired	778,855.58			778,855.58				
Ocean City Beach protection	16,178.66			16,178.66				
Sign Permit Fund	6,542.82			6,542.82				
Payments of tax apportionments:								
Counties	3,954,894.90				$ 3,954,894.90			
Municipalities	506,287.63				506,287.63			
Advances for account of Toll System Facilities, etc.	39,800.00		39,800.00					
Specific work authorizations—billwork	170,828.76		170,828.76					
Remittances of collections to State Treasurer:								
Sign licenses—General Fund		$ 4,183.46	4,183.46					
Hauling permits—Motor Vehicle Revenue Fund		55,530.00	55,530.00					
Federal aid apportioned to:								
Baltimore City—Urban Program	810,760.00		810,760.00					
Frederick County—Secondary Program	91,135.49						91,435.49	
Refunds of excise tax on issuance of certificates of title to motor vehicles	1,926.98		1,926.98					
Expenses of bond issue—State Highway Construction Bonds	56,135.71							$ 56,135.71
Redemption of Refunding and Improvement Bonds of 1941:								
Bonds due October 1, 1949	596,000.00							596,000.00
Bonds due October 1, 1950, to October 1, 1956, inclusive, called as of October 1, 1949, including principal and premium	4,796,710.00							4,796,710.00
Interest on bonds payable:								
Refunding and Improvement Bonds of 1941	47,473.75							47,473.75
State Highway Construction Bonds	234,285.50							234,285.50
Excess of value of materials and supplies withdrawn from storerooms over cost of materials and supplies purchased	*49,635.12*		*49,635.12*					
Miscellaneous	4,580.47		3,582.65			997.82		
TOTAL EXPENDITURES	$ 50,152,164.81	$ 59,713.46	$ 31,804,057.16	$ 5,577,394.21	$ 4,461,182.53	$ 1,655,526.80	$ 982,812.61	$ 5,730,901.96
TRANSFERS:								
To General Construction and Operating Fund		20,421,293.21				16,520.49	189,040.45	20,215,732.27
To Maintenance Fund		954,732.17	954,732.17					
To County Maintenance Funds		1,954,903.20			1,954,903.20			
To County Construction Funds		300,191.56			122,677.10	177,514.46		
TOTAL EXPENDITURES, including transfers	$ 50,152,164.81	$ 23,690,833.60	$ 32,758,789.33	$ 5,577,394.21	$ 6,538,762.83	$ 1,849,561.75	$ 1,171,853.06	$ 25,916,637.23
CASH BALANCE, JUNE 30, 1950 (Including investment in United States Treasury obligations)	$ 22,933,212.55		$ 18,390,545.61	$ 1,371,249.92	$ 169,985.69	$ 356,513.59	$ 233,281.71	$ 2,111,636.00

NOTE—During the fiscal year ended June 30, 1950, $22,073,276.87 was expended for the purchase of United States Treasury obligations and $10,088,611.65 was realized through the redemption of a portion thereof. Neither the amounts expended nor the amounts realized are included in this statement.

ITALICS INDICATE RED FIGURES

EXHIBIT B, Schedule 1

COUNTIES AND MUNICIPALITIES TAX REVENUES ALLOCATION FUND

STATEMENT OF REVENUES AND EXPENDITURES FOR THE FISCAL YEAR ENDED JUNE 30, 1950

		REVENUES		EXPENDITURES				
	BALANCE, JULY 1, 1949	ALLOCATION OF 20% SHARE OF GASOLINE TAX AND MOTOR VEHICLE REVENUE FUNDS	TOTAL FUNDS AVAILABLE	PAYMENTS TO COUNTIES AND MUNICIPALITIES	TRANSFERS TO COUNTY MAINTENANCE FUNDS	TRANSFERS TO COUNTY CONSTRUCTION FUNDS	TOTAL	BALANCE, JUNE 30, 1950
COUNTIES:								
Allegany	$15,527.74	$ 242,922.09	$ 258,449.83	$ 215,527.74		$42,922.09	$ 258,449.83	
Anne Arundel	22,942.66	355,360.49	378,303.15	277,802.30	$ 1,435.28	79,755.01	358,992.59	$19,310.56
Baltimore	43,703.40	680,325.75	724,029.15	672,552.83			672,552.83	51,476.32
Calvert		93,264.02	93,264.02		93,264.02		93,264.02	
Caroline		231,364.01	231,364.01		231,361.01		231,364.01	
Carroll	23,295.70	355,055.74	378,351.44	351,622.19			351,622.19	26,729.25
Cecil		222,903.40	222,903.40		222,903.40		222,903.40	
Charles		172,689.27	172,689.27		172,689.27		172,689.27	
Dorchester	15,709.40	241,832.99	257,542.39	239,230.78			239,230.78	18,311.61
Frederick	32,751.60	506,312.51	539 064.11	500,770.33			500,770.33	38,293.78
Garrett	23,470.52	360,808.55	384,279.07	357,033.21			357,033.21	27,245.86
Harford	18,609.60	289,314.29	307,923.89	286,138.52			286,138.52	21,785.37
Howard	9,156.59	143,108.41	152,265.00	141,482.04			141,482.04	10,782.96
Kent		132,582.94	132,582.94		132,582.94		132,582.94	
Montgomery	23,774.57	366,723.74	390,498.31	362,797.05			362,797.05	27,701.26
Prince George's	15,375.60	243,726.94	259,102.54	240,400.71			240,400.74	18,701.80
Queen Anne's		193,912.02	193,912.02		193,912.02		193,912.02	
St. Mary's		147,850.55	147,850.55		147,850.55		147,850.55	
Somerset		143,178.36	143,178.36		143,178.36		143,178.36	
Talbot		134,410.49	134,410.49		134,410.49		134,410.49	
Washington	20,277.61	312,815.15	333,092.76	309,537.17			309,537.17	23,555.59
Wicomico		258,939.01	258,939.04		258,939.04		258,939.04	
Worcester		222,373.82	222,373.82		222,373.82		222,373.82	
TOTAL COUNTIES	$264,594.99	$6,051,771.57	$6,316,369.56	$3,954,894.90	$1,954,903.20	$122,677.10	$6,032,475.20	$283,894.36
MUNICIPALITIES—Schedule 1a	174,585.55	517,793.41	692,378.96	506,287.63			506,287.63	186,091.33
TOTAL COUNTIES & MUNICIPALITIES	$439,180.54	$6,569,567.98	$7,008,748.52	$4,461,182.53	$1,954,903.20	$122,677.10	$6,538,762.83	$469,985.69

Exhibit B, Schedule 1a

COUNTIES AND MUNICIPALITIES TAX REVENUES ALLOCATION FUND

STATEMENT OF REVENUES AND EXPENDITURES FOR ACCOUNT OF MUNICIPALITIES FOR THE FISCAL YEAR ENDED JUNE 30, 1950

Municipality	Road Miles Municipalities	Balance, July 1, 1949	Revenues	Total Funds Available	Expenditures	Balance, June 30, 1950
Allegany County:						
Barton	2.500	$ 357.01	$ 1,248.98	$ 1,605.99	$ 1,243.96	$ 362.03
Cumberland	112.381	16,307.65	56,144.76	72,452.41	55,903.12	16,549.29
Frostburg	23.478	3,416.90	11,729.44	15,146.34	11,695.32	3,451.02
Lonaconing	5.965	885.50	2,980.07	3,865.57	2,977.85	887.72
Luke	2.980	1,338.02	1,488.79	2,826.81	1,338.02	1,488.79
Midland	2.755	393.01	1,376.38	1,769.39	1,348.23	421.16
Westernport	9.229	1,331.56	4,610.75	5,942.31	4,583.80	1,358.51
Total	159.288	$ 24,029.65	$ 79,579.17	$103,608.82	$ 79,090.30	$ 24,518.52
Anne Arundel County:						
Annapolis	16.510	$ 2,317.16	$ 8,263.27	$ 10,580.43	$ 8,131.70	$ 2,448.73
Calvert County:						
Chesapeake Beach	6.220	$ 856.61	$ 3,107.47	$ 3,964.08	$ 3,052.80	$ 911.28
North Beach	5.250	1,412.96	2,622.86	4,065.82	2,457.27	1,608.55
Total	11.470	$ 2,299.57	$ 5,730.33	$ 8,029.90	$ 5,510.07	$ 2,519.83
Caroline County:						
Denton	8.410	$ 2,259.81	$ 4,201.58	$ 6,461.39	$ 3,886.04	$ 2,575.35
Federalsburg	6.210	898.67	3,102.48	4,001.15	3,092.88	908.27
Goldsboro	.550	83.30	274.78	358.08	273.37	84.71
Greensboro	3.350	492.39	1,673.64	2,166.03	1,667.24	498.79
Henderson	.375	. . .	187.35	187.35	138.22	49.13
Hillsboro	.340	48.50	169.87	218.37	169.42	48.95
Preston	1.280	351.87	639.48	991.35	597.70	393.65
Ridgely	6.580	945.79	3,287.29	4,233.08	3,260.94	972.14
Total	27.095	$ 5,080.33	$ 13,536.47	$ 18,616.80	$ 13,085.81	$ 5,530.99
Carroll County:						
Hampstead	1.880	$ 290.69	$ 939.24	$ 1,229.93	$ 956.55	$ 273.38
Manchester	3.470	500.45	1,733.59	2,234.04	1,752.25	481.79
Mt. Airy	1.560	667.99	2,278.15	2,946.14	2,266.01	680.13
New Windsor	2.480	354.83	1,239.00	1,593.83	1,233.74	360.09
Sykesville	1.317	607.93	2,156.74	2,764.67	2,126.04	638.63
Taneytown	4.340	638.19	2,168.23	2,806.42	2,156.30	650.12
Union Bridge	4.400	642.12	2,198.21	2,840.33	2,186.88	653.45
Westminster	19.353	2,799.13	9,668.61	12,467.74	9,617.39	2,850.35
Total	41.800	$ 6,501.33	$ 22,381.77	$ 28,883.10	$ 22,295.16	$ 6,587.94
Cecil County:						
Cecilton	.460	$ 65.67	$ 229.82	$ 295.49	$ 231.05	$ 64.44
Charlestown	2.870	415.20	1,433.83	1,849.03	1,423.91	425.12
Chesapeake City	2.960	427.46	1,478.79	1,906.25	1,469.23	437.02
Elkton	9.520	4,386.58	1,756.13	6,142.71	4,743.39	1,399.32
Northeast	3.640	1,001.37	1,818.52	2,819.89	1,707.19	1,112.70
Perryville	1.381	197.45	689.93	887.38	677.01	210.37
Port Deposit	.720	111.97	359.71	471.68	360.00	111.68
Rising Sun	1.700	242.07	849.31	1,091.38	837.39	253.99
Total	23.251	$ 3,847.77	$ 11,616.04	$ 15,463.81	$ 11,449.17	$ 4,014.64
Charles County:						
Indian Head	2.120	$ 785.67	$ 1,361.58	$ 2,147.25	$ 1,310.71	$ 836.54
La Plata	5.000	1,049.32	3,211.27	4,260.59	3,304.56	956.03
Total	7.120	$ 1,834.99	$ 4,572.85	$ 6,407.84	$ 4,615.27	$ 1,792.57
Dorchester County:						
Cambridge	23.480	$ 3,415.03	$ 11,730.44	$ 15,145.47	$ 11,679.45	$ 3,466.02
Eldorado	.280	69.23	139.89	209.12	160.28	48.84
Hurlock	6.040	883.18	3,017.54	3,900.72	3,013.01	887.71
Secretary	1.385	199.83	691.93	891.76	691.32	200.44
Vienna	1.387	379.66	692.94	1,072.60	648.63	423.97
Total	32.572	$ 4,946.93	$ 16,272.74	$ 21,219.67	$ 16,192.69	$ 5,026.98

Exhibit B, Schedule 1a—Continued

EXHIBIT B, Schedule 1a—Continued

COUNTIES AND MUNICIPALITIES TAX REVENUES ALLOCATION FUND

STATEMENT OF REVENUES AND EXPENDITURES FOR ACCOUNT OF MUNICIPALITIES FOR THE FISCAL YEAR ENDED JUNE 30, 1950

MUNICIPALITY	ROAD MILES MUNICIPALITIES	BALANCE, JULY 1, 1949	REVENUES	TOTAL FUNDS AVAILABLE	EXPENDITURES	BALANCE, JUNE 30, 1950
FREDERICK COUNTY:						
Brunswick	16.421	$ 4,500.50	$ 8,203.81	$ 12,701.31	$ 7,675.35	$ 5,028.96
Burkittsville	1.370	215.79	684.44	900.23	718.60	181.63
Emmitsburg	4.160	1,139.34	2,078.31	3,217.65	1,943.63	1,274.02
Frederick	45.258	6,636.15	22,610.57	29,247.02	22,571.33	6,675.69
Middletown	3.328	495.90	1,662.65	2,158.55	1,656.20	502.35
Mt. Airy	.950	127.04	474.62	601.66	475.15	126.51
Myersville	.180	14.24	89.93	104.17	91.61	12.56
Thurmont	7.600	1,116.14	3,796.90	4,913.04	3,784.82	1,128.22
Walkersville	2.905	405.79	1,451.32	1,857.11	1,441.41	415.70
Woodsboro	1.897	264.89	947.73	1,212.62	922.38	290.24
TOTAL	84.069	$ 14,916.08	$ 42,000.28	$ 56,916.36	$ 41,259.48	$ 15,665.88
GARRETT COUNTY:						
Accident	1.850	$ 254.90	$ 924.24	$ 1,179.14	$ 898.55	$ 280.59
Deer Park	4.050	593.64	2,023.35	2,616.99	2,015.03	601.96
Friendsville	3.479	499.03	1,738.08	2,237.11	1,732.73	504.38
Grantsville	2.576	370.90	1,286.96	1,657.86	1,282.77	375.09
Kitzmillersville	3.490	503.97	1,743.58	2,247.55	1,737.66	509.89
Loch Lynn Heights	3.360	922.88	1,678.63	2,601.51	1,568.67	1,032.84
Mountain Lake Park	10.435	1,519.31	5,213.25	6,732.56	5,193.51	1,539.05
Oakland	9.500	1,376.81	4,746.14	6,122.95	4,729.15	1,393.80
TOTAL	38.740	$ 6,041.44	$ 19,354.23	$ 25,395.67	$ 19,158.07	$ 6,237.60
HARFORD COUNTY:						
Aberdeen	9.460	$ 1,326.02	$ 4,726.15	$ 6,052.17	$ 4,656.19	$ 1,395.98
Bel Air	8.907	2,430.53	4,449.88	6,880.41	4,145.05	2,735.36
Havre de Grace	24.051	3,490.60	12,015.71	15,506.31	11,969.49	3,536.82
TOTAL	42.418	$ 7,247.15	$ 21,191.74	$ 28,438.89	$ 20,770.73	$ 7,668.16
KENT COUNTY:						
Betterton	1.438	$ 223.10	$ 855.25	$ 1,078.35	$ 826.19	$ 252.16
Chestertown	5.340	981.58	3,176.00	4,157.58	3,218.81	938.77
Galena	.440	84.46	261.69	346.15	269.28	76.87
Millington	.640	116.33	380.64	496.97	388.66	108.31
Rock Hall	1.640	307.49	975.41	1,282.90	988.42	294.48
TOTAL	9.198	$ 1,712.96	$ 5,648.99	$ 7,361.95	$ 5,691.36	$ 1,670.59
MONTGOMERY COUNTY:						
Barnesville	.450	$ 54.84	$ 224.81	$ 279.65	$ 226.89	$ 52.76
Brookville	.200	10.74	99.92	110.66	126.79	13.87
Chevy Chase—Section III	2.223	311.16	1,110.59	1,421.75	1,085.30	336.45
Chevy Chase—Section IV	6.212	900.08	3,103.47	4,003.55	3,079.13	924.42
Chevy Chase—Section V	1.620	444.72	809.35	1,254.07	758.53	495.54
Chevy Chase View	3.310	906.72	1,653.65	2,560.37	1,550.03	1,010.34
Chevy Chase Village	6.838	981.84	3,416.22	4,401.06	3,393.25	1,007.81
Drummond	.390	52.45	194.84	247.29	195.82	51.47
Friendship Heights	.875	123.01	437.15	560.16	438.40	121.76
Gaithersburg	4.660	669.36	2,328.10	2,997.46	2,303.67	693.79
Garrett Park	3.108	457.36	1,552.73	2,010.09	1,546.89	463.20
Glen Echo	1.700	466.50	849.31	1,315.81	796.00	519.81
Kensington	6.643	1,823.78	3,318.79	5,142.57	3,110.38	2,032.19
Laytonsville	.296	......	147.88	147.88	114.69	33.19
Martin's Additions	2.303	322.58	1,150.56	1,473.14	1,125.39	347.75
North Chevy Chase	.990	150.11	494.60	644.71	494.14	150.57
Oakmont	.518	147.79	258.79	406.58	241.95	164.63
Poolesville	.762	211.95	380.69	595.61	356.15	239.19
Rockville	14.682	2,128.47	7,335.02	9,463.49	7,289.39	2,174.10
Somerset	1.960	291.24	979.20	1,270.44	979.37	291.07
Takoma Park	16.771	2,451.58	8,378.67	10,830.25	8,357.98	2,472.27
Washington Grove	2.985	414.32	1,491.30	1,905.62	1,475.20	430.42
TOTAL	79.496	$ 13,356.60	$ 39,715.64	$ 53,072.24	$ 39,045.34	$ 14,026.90
PRINCE GEORGE'S COUNTY:						
Berwyn Heights	4.616	$ 679.35	$ 2,306.12	$ 2,985.47	$ 2,299.76	$ 685.71
Bladensburg	5.570	601.14	2,782.73	3,383.87	2,550.32	833.55
Bowie	3.410	505.51	1,703.61	2,209.12	1,703.20	505.92
Brentwood	6.764	985.89	3,379.24	4,365.13	3,357.77	1,007.36
Capitol Heights	4.980	825.04	2,487.97	3,313.01	2,586.34	726.67
Cheverly	11.917	1,659.44	5,953.65	7,613.09	5,863.07	1,750.02
College Park	17.429	2,453.54	8,707.40	11,160.94	8,582.88	2,578.06
Colmar Manor	3.724	549.77	1,830.49	2,110.26	1,834.89	515.37

EXHIBIT B, Schedule 1a—Continued

Exhibit B, Schedule 1a —Concluded

COUNTIES AND MUNICIPALITIES TAX REVENUES ALLOCATION FUND

STATEMENT OF REVENUES AND EXPENDITURES FOR ACCOUNT OF MUNICIPALITIES FOR THE FISCAL YEAR ENDED JUNE 30, 1950

MUNICIPALITY	ROAD MILES MUNICIPALITIES	BALANCE, JULY 1, 1949	REVENUES	TOTAL FUNDS AVAILABLE	EXPENDITURES	BALANCE JUNE 30, 1950
PRINCE GEORGE'S CO. (*Continued*)						
Cottage City	2.398	341.39	1,198.02	1,539.41	1,186.83	352.58
District Heights	4.858	1,091.84	2,427.03	3,518.87	2,030.00	1,488.87
Eagle Harbor	1.785	489.35	891.78	1,381.13	836.35	544.78
Edmonston	1.328	608.14	2,162.21	2,770.35	2,134.57	635.78
Fairmount Heights	5.645	812.43	2,820.20	3,632.63	2,808.58	824.05
Forest Heights	3.480		1,738.58	1,738.58	1,221.15	517.43
Glenarden	1.846	267.69	922.25	1,189.94	925.23	264.71
Hyattsville	27.993	3,973.15	13,985.11	17,958.26	13,812.96	4,145.30
Landover Hills	4.200	585.94	2,098.29	2,684.23	2,065.45	618.78
Laurel	11.152	1,541.37	5,571.46	7,112.83	5,463.19	1,649.64
Morningside	3.996		1,996.38	1,996.38	1,409.05	587.33
Mount Rainier	15.266	2,000.84	7,626.78	9,627.62	7,378.69	2,248.93
North Brentwood	2.232	324.90	1,115.09	1,439.99	1,099.88	340.11
Riverdale	10.595	1,545.02	5,293.19	6,838.21	5,278.98	1,559.23
Seat Pleasant	4.665	682.03	2,330.60	3,012.63	2,325.90	686.73
Takoma Park	8.470	1,229.46	4,231.56	5,461.02	4,211.93	1,249.09
University Park	5.888	808.88	2,941.61	3,750.49	2,875.46	875.03
Upper Marlboro	2.106	577.78	1,052.14	1,629.92	989.10	640.82
TOTAL	179.313	$ 25,139.86	$ 89,583.52	$114,723.38	$ 86,861.53	$ 27,861.85
QUEEN ANNE'S COUNTY:						
Barclay	.145	$ 199.80	$ 222.32	$ 422.12	$ 243.46	$ 178.66
Centreville	5.677	807.48	2,836.19	3,643.67	2,821.81	821.86
Church Hill	.510	71.58	254.79	326.37	253.42	72.95
Queenstown	1.120	163.83	559.54	723.37	555.51	167.86
Sudlersville	.600	87.77	299.76	387.53	297.58	89.95
Templeville	.120	32.97	59.95	92.92	55.98	36.94
TOTAL	8.472	$ 1,363.43	$ 4,232.55	$ 5,595.98	$ 4,227.76	$ 1,368.22
ST. MARY'S COUNTY:						
Leonardtown	1.420	$ 258.47	$ 789.43	$ 1,047.90	$ 810.84	$ 237.06
SOMERSET COUNTY:						
Crisfield	12.760	$ 1,866.03	$ 6,374.81	$ 8,240.84	$ 6,351.16	$ 1,889.68
Princess Anne	3.850	506.47	1,923.43	2,429.90	1,859.46	570.44
TOTAL	16.610	$ 2,372.50	$ 8,298.24	$ 10,670.74	$ 8,210.62	$ 2,460.12
TALBOT COUNTY:						
Easton	16.085	$ 2,335.58	$ 8,035.95	$ 10,371.53	$ 8,005.10	$ 2,366.43
Oxford	3.805	1,040.91	1,900.95	2,941.86	1,776.64	1,165.22
St. Michaels	5.842	1,516.44	2,918.62	4,435.06	2,645.70	1,789.36
Trappe	.830	372.69	414.67	787.36	372.69	414.67
TOTAL	26.562	$ 5,265.62	$ 13,270.19	$ 18,535.81	$ 12,800.13	$ 5,735.68
WASHINGTON COUNTY:						
Boonsboro	3.855	$ 548.28	$ 1,925.94	$ 2,474.22	$ 1,896.18	$ 578.04
Clearspring	2.515	688.41	1,256.48	1,944.89	1,175.26	769.63
Funkstown	3.110	445.66	1,553.74	1,999.40	1,550.93	448.47
Hagerstown	108.996	29,726.49	54,453.64	84,180.13	50,763.71	33,416.42
Hancock	2.719	405.96	1,358.40	1,764.36	1,376.46	387.90
Keedysville	2.395	356.51	1,196.53	1,553.04	1,192.22	360.82
Sharpsburg	5.130	749.72	2,562.91	3,312.63	2,555.89	756.74
Smithsburg	3.160	468.11	1,578.71	2,046.82	1,573.40	473.42
Williamsport	6.649	978.19	3,321.77	4,299.96	3,323.52	976.44
TOTAL	138.529	$ 34,367.33	$ 69,208.12	$103,575.45	$ 65,407.57	$ 38,167.88
WICOMICO COUNTY:						
Delmar	5.440	$ 799.77	$ 2,717.79	$ 3,517.56	$ 2,713.93	$ 803.63
Salisbury	18.143	6,444.01	24,051.90	30,495.91	23,409.51	7,086.40
TOTAL	23.583	$ 7,243.78	$ 26,769.69	$ 34,013.47	$ 26,123.44	$ 7,890.03
WORCESTER COUNTY:						
Berlin	7.719	$ 1,125.01	$ 3,871.35	$ 4,996.36	$ 3,858.12	$ 1,138.24
Ocean City	6.591	913.21	3,292.82	4,206.03	3,227.18	978.85
Pocomoke City	9.847	1,337.21	4,919.50	6,256.71	4,808.12	1,448.55
Snow Hill	7.395	1,067.17	3,694.48	4,761.65	3,666.17	1,095.58
TOTAL	31.582	$ 4,442.60	$ 15,778.15	$ 20,220.75	$ 15,559.59	$ 4,661.16
TOTAL	1,032.428	$174,585.55	$517,793.41	$692,378.96	$506,287.63	$186,091.33

EXHIBIT B, Schedule 1b

COUNTIES AND MUNICIPALITIES TAX REVENUES ALLOCATION FUND

STATEMENT SHOWING ALLOCATION OF 20% SHARE OF GASOLINE TAX AND MOTOR VEHICLE REVENUE FUNDS TO COUNTIES AND MUNICIPALITIES FOR THE FISCAL YEAR ENDED JUNE 30, 1959

	ROAD MILES			ALLOCATION BASED ON TOTAL COUNTY ROAD MILES				SHARE	
	COUNTIES (Excluding Municipalities)	MUNICIPALITIES	TOTAL	GASOLINE TAX	MOTOR VEHICLE REVENUE	MINIMUM SHARE ADJUSTMENT	TOTAL	COUNTIES	MUNICIPALITIES
ALLEGANY COUNTY	486.240	159.288	645.528	$228,879.12	$ 97,424.59	$*3,802.45*	$322,501.26	$242,922.09	$79,579.17
ANNE ARUNDEL COUNTY	711.300	16.540	727.840	258,063.75	109,847.31	*4,287.30*	363,623.76	355,360.49	8,263.27
BALTIMORE COUNTY	1,361.760	......	1,361.760	482,827.13	205,519.99	*8,021.37*	680,325.75	680,325.75	......
CALVERT COUNTY	186.680	11.470	198.150	70,256.27	29,905.27	*1,167.19*	98,994.35	93,264.02	5,730.33
CAROLINE COUNTY	463.105	27.095	490.200	173,805.85	73,982.13	*2,887.50*	244,900.48	231,364.01	13,536.47
CARROLL COUNTY	710.690	44.800	755.490	267,867.37	114,020.31	*4,450.17*	377,437.51	355,055.74	22,381.77
CECIL COUNTY	446.170	23.251	469.421	166,438.42	70,846.12	*2,765.10*	234,519.44	222,903.40	11,616.04
CHARLES COUNTY	268.880	7.120	276.000	97,858.86	41,654.57	37,748.69	177,262.12	172,689.27	4,572.85
DORCHESTER COUNTY	484.060	32.572	516.632	183,177.61	77,971.31	*3,043.19*	258,105.73	241,832.99	16,272.74
FREDERICK COUNTY	1,013.450	84.069	1,097.519	389,137.55	165,640.12	*6,464.88*	518,312.79	506,312.51	42,000.28
GARRETT COUNTY	722.205	38.740	760.945	269,801.50	114,813.59	*4,482.31*	380,162.78	360,808.55	19,354.23
HARFORD COUNTY	579.100	42.418	621.518	220,366.10	93,800.95	*3,661.02*	310,506.03	289,314.29	21,191.74
HOWARD COUNTY	286.450	....	286.450	101,564.03	43,231.70	*1,687.32*	143,108.41	143,108.41	....
KENT COUNTY	222.920	9.498	232.418	82,406.38	35,077.07	20,748.48	138,231.93	132,582.91	5,648.99
MONTGOMERY COUNTY	734.045	79.496	813.541	288,150.00	122,781.50	*4,792.12*	406,439.38	366,723.74	39,715.64
PRINCE GEORGE'S COUNTY	487.851	179.313	667.161	236,550.40	100,689.95	*3,929.89*	333,310.16	243,726.94	89,583.52
QUEEN ANNE'S COUNTY	388.140	8.472	396.612	140,623.18	59,857.61	*2,336.22*	198,144.57	193,912.02	4,232.55
ST. MARY'S COUNTY	265.950	1.420	267.370	91,799.00	40,352.10	13,488.88	148,639.98	147,850.55	789.43
SOMERSET COUNTY	286.590	16.610	303.200	107,502.93	45,759.65	*1,785.98*	151,476.60	143,178.36	8,298.24
TALBOT COUNTY	269.040	26.562	295.602	101,808.97	44,612.94	*1,741.23*	147,680.68	134,410.49	13,270.19
WASHINGTON COUNTY	626.140	138.529	761.669	271,121.88	115,405.63	*4,504.24*	382,023.27	312,815.15	69,208.12
WICOMICO COUNTY	518.300	53.583	571.883	202,767.47	86,309.91	*3,368.65*	285,708.73	258,939.04	26,769.69
WORCESTER COUNTY	415.110	31.582	476.692	169,016.50	71,943.39	*2,807.92*	238,151.97	222,373.82	15,778.15
TOTAL	11,964.176	1,032.428	12,996.604	$4,608,090.27	$1,961,477.71	....	$6,569,567.98	$6,051,774.57	$517,793.41

ITALICS INDICATE RED FIGURES.

Exhibit B, Schedule 2

COUNTY MAINTENANCE FUNDS

STATEMENT OF REVENUES AND EXPENDITURES FOR THE FISCAL YEAR ENDED JUNE 30, 1950

		Revenues					Expenditures					
	Balance, July 1, 1949	Remittances by Counties	Rental of County Equipment	Transfers from Counties and Municipalities Tax Revenues Allocation Fund	Total	Total Funds Available	Maintenance Costs (See Note)	Other (See Note)	Transfers to General Construction and Operating Fund	Transfers to County Construction Funds	Total	Balance, June 30, 1950
Anne Arundel County	$ 1,586.43			$ 1,435.28	$ 1,435.28	$ 3,021.71		$ 3,021.71			$ 3,021.71	
Calvert County	11,549.66		$ 741.00	93,264.02	94,008.02	105,557.68	$ 82,766.67				82,766.67	$ 22,791.01
Caroline County	69,567.42			231,364.01	231,364.01	300,931.43	135,265.52			$ 72,987.55	208,253.07	92,678.36
Cecil County	18,741.71			222,903.40	222,903.40	241,645.11	194,635.04		$ 12,561.42	24,678.02	231,871.48	9,770.63
Charles County	17,223.08		1,004.00	172,689.27	173,693.27	190,916.35	150,706.58			11,708.39	162,414.97	28,501.38
Kent County	1,325.61			132,582.94	132,582.94	133,908.55	98,129.07			16,110.15	114,239.22	19,669.33
Queen Anne's County	20,790.43			193,912.02	193,912.02	214,702.45	174,181.49			25,142.01	199,323.50	15,378.95
St. Mary's County	19,236.36	$ 24,000.00	300.00	147,850.55	172,150.55	191,386.91	154,674.06				154,674.06	36,712.85
Somerset County	14,593.96			143,178.36	143,178.36	157,772.32	119,361.15			18,870.83	138,231.98	19,510.31
Talbot County	19,507.82			134,410.49	131,110.49	153,918.31	135,528.55	30,419.21	3,959.07	2,288.98	172,195.81	*18,277.50*
Wicomico County	25,273.13			258,939.04	258,939.04	284,212.17	191,376.60				191,376.60	92,835.57
Worcester County	5,728.53			222,373.82	222,373.82	228,102.35	185,461.15			5,728.53	191,189.68	36,912.67
Total	$225,124.14	$ 24,000.00	$ 2,048.00	$1,951,903.20	$1,980,951.20	$2,206,075.34	$1,622,085.88	$ 33,440.92	$ 16,520.19	$177,514.46	$ 1,819,561.75	$ 356,513.59

NOTE:—

Expenditures as above:

Maintenance Costs (See Exhibit I)	$1,622,085.88
Other (See Exhibit K)	33,440.92
Expenditures per Exhibit B	$1,655,526.80

ITALICS INDICATE RED FIGURES.

EXHIBIT B, Schedule 3

COUNTY CONSTRUCTION FUNDS

STATEMENT OF REVENUES AND EXPENDITURES FOR THE FISCAL YEAR ENDED, JUNE 30, 1950

		Revenues						Expenditures			
	Balance, July 1, 1949	Federal Aid Apportionment By State	Remittances By Counties	Transfers from Counties and Municipalities Tax Revenues Allocation Fund	Transfers from County Maintenance Funds	Total	Total Funds Available	Construction Costs	Transfers to General Construction and Operating Fund	Total	Balance, June 30, 1950 (See Schedule 3a for anticipated receipts and authorized expenditures)
Allegany County	$ 108,403.61	$ 26,335.49	$ 65,000.00	$ 42,922.09		$ 134,257.58	$ 242,661.19	$ 60,323.24		$ 60,323.24	$ 182,337.95
Anne Arundel County	122,960.17	27,035.91		79,755.01		106,790.92	229,751.09	127,713.40		127,743.40	102,007.69
Baltimore County	*189,630.71*	59,184.83				59,184.83	*130,445.88*	5,078.55		5,078.55	*135,524.43*
Calvert County											
Caroline County	21,287.67	25,144.80			$ 72,987.55	98,132.35	119,420.02	6,063.90	$ 103,516.91†	109,580.81	9,839.21
Carroll County	*48,324.87*	45,596.83				45,596.83	*2,728.04*	3,718.42		3,718.42	*6,446.46*
Cecil County	*54,127.59*	41,759.00	15,098.56		24,678.02	81,535.58	27,407.99	75,263.04		75,263.04	*47,855.05*
Charles County	*26,045.36*	25,775.19			11,708.39	37,483.58	11,438.22	10,808.03		10,808.03	630.19
Dorchester County	*50,029.45*	28,786.94	70,728.53			99,515.47	49,486.02	6,401.49	85,523.54*	91,925.03	*42,439.01*
Frederick County	*13,044.10*	65,217.85				65,217.85	52,173.75	91,435.49		91,435.49	*39,261.74*
Garrett County	107,687.49	37,051.82				37,051.82	144,739.31	173,487.76		173,487.76	*28,748.45*
Harford County	82,157.14	37,612.13	192,155.77			229,767.90	311,925.04	86,369.40		86,369.40	225,555.64
Howard County	48,902.94		5,046.02			5,046.02	53,948.96	48,417.90		48,417.90	5,531.06
Kent County	20,461.42	20,101.84			16,110.15	36,211.99	56,673.41	50,446.27		50,446.27	6,227.14
Montgomery County	*4,270.57*	39,012.96				39,012.96	34,742.39	63,145.55		63,145.55	*28,403.16*
Prince George's County	*75,201.77*	34,180.12	26,505.70			60,685.82	*14,515.95*	38,088.45		38,088.45	*52,604.40*
Queen Anne's County	*24,277.62*	24,794.59			25,142.01	49,936.60	25,658.98	49,836.71		49,836.71	*24,177.73*
St. Mary's County											
Somerset County	*39,095.51*	18,420.83			18,870.83	37,291.66	*1,803.85*	308.16		308.16	*2,112.01*
Talbot County	*4,977.43*	2,688.45			2,288.98	4,977.43					
Washington County	50,498.09	38,382.59				38,382.59	88,880.68				88,880.68
Wicomico County	*11,428.44*	28,226.62				28,226.62	16,798.18	157.99		157.99	16,640.19
Worcester County	22,293.57	27,316.07	33,585.12		5,728.53	66,629.72	88,923.29	85,718.86		85,718.86	3,204.43
Total	$ 44,198.68	$ 652,624.86	$ 408,119.70	$ 122,677.10	$ 177,514.46	$ 1,360,936.12	$1,405,131.80	$ 982,812.61	$ 189,040.45	$1,171,853.06	$ 233,281.74

NOTES:—

Federal aid apportionment by the State Roads Commission is contingent upon the payment of matching funds by the counties.

The amount indicated for Frederick County under "Construction Costs" represents Federal aid apportioned and paid to Frederick County for reimbursement against projects carried on by that County.

† Transfer of funds to apply to cost of project CO 215-1-215 for grading, drainage and surfacing of 3.594 miles of Route No. 404 Southeast of Andersontown towards Federalsburg.

* Transfer of funds to apply to cost of project D 102-1-115 for construction of Slaughter Creek Bridge.

ITALICS INDICATE RED FIGURES.

EXHIBIT B, Schedule 3a

COUNTY CONSTRUCTION FUNDS

STATEMENT OF ANTICIPATED RECEIPTS IN CONNECTION WITH THE 1946-1947-1948-1950-1951 FEDERAL AID PROGRAM, CASH BALANCES, AND AUTHORIZED EXPENDITURES RELATED THERETO AS OF JUNE 30, 1950

	Anticipated Receipts (Assuming full participation by the counties in the 1946-7-8-50-1 Federal Aid Program)†								
	Federal Aid Apportionment By State		Matching Funds Still Required From Counties						
	1946-7-8	1950-1	1946-7-8	1950-1	Total	Cash Balance	Cash Balance Plus Anticipated Receipts	Authorized Expenditures Related Thereto	Balance For Future Authorization
Allegany County	$ 55,399.57	$ 102,214.02		$ 89,956.13	$ 247,569.72	$ 182,337.95	$ 129,907.67		$ 129,907.67
Anne Arundel County	53,827.22	115,170.72		149,721.94	318,719.88	102,007.69	420,727.57	$ 1,289.95	419,437.62
Baltimore County	112,168.90	215,533.78		280,193.92	607,896.60	*135,524.43*	172,372.17	522.54	171,849.63
Calvert County									
Caroline County	40,156.82	38,767.29		50,691.48	129,615.59	9,839.21	139,454.80	19,858.15	89,596.65
Carroll County	61,943.89	119,695.28		155,603.86	337,213.03	*6,446.46*	330,796.57	10,992.88	319,803.69
Cecil County	37,277.66	63,022.96		81,418.62	181,719.24	*47,855.05*	133,864.19	38,047.19	95,817.00
Charles County	20,488.54				20,488.54	630.19	21,118.73		21,118.73
Dorchester County	42,408.83	40,926.74		53,201.76	136,540.33	*42,439.01*	94,101.32		94,101.32
Frederick County	90,429.82	166,980.94			257,410.76	*39,261.74*	218,149.02		218,149.02
Garrett County	63,339.17				63,339.17	*28 748.45*	34,590.72	34,796.86	*206.14**
Harford County	50,581.39	98,306.41		127,798.38	276,686.21	225,555.64	502,241.85	338,068.41	164,173.44
Howard County						5,531.06	5 531.06	5,913.71	*382.65**
Kent County	18,900.98	36,813.50		31,747.41	87,461.89	6,227.14	93,689.03	35,611.15	58,017.58
Montgomery County	66,298.15	128,538.76	$ 38,010.27	167,100.38	399,977.86	*28,403.16*	371,574.70		371,574.70
Prince George's County	52,604.40	105,504.60		126,605.52	284,714.52	*52,604.40*	232,110.12		232,110.12
Queen Anne's County	32,840.90	62,726.92		56,402.99	151,970.81	*24,177.73*	127,793.08	27,499.50	100,293.58
St. Mary's County									
Somerset County	24,823.67				24,823.67	*2,112.01*	22,711.66		22,711.66
Talbot County									
Washington County	63,175.30	120,929.21	169,216.98	157,208.02	510,529.54	88,880.68	599,410.22		599,410.22
Wicomico County	16,936.03	90,491.26		117,638.61	255,065.93	16,640.19	271,706.12		271,706.12
Worcester County	38,931.91	75,177.94		58,807.67	173,217.52	3,204.43	176,421.95	75,106.47	101,315.48
Total	$ 972,833.45	$1,581,100.39	$ 207,257.25	$1,703,799.72	$4,464,990.81	$ 233,281.74	$1,698,272.55	$ 617,737.11	$1,080,535.41

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* To be reimbursed from future share of tax revenues.

† Federal Aid Apportionments by the State Roads Commission are contingent upon the payment of matching funds by the counties. Calvert and St. Mary's Counties decided not to participate in the 1946-7-8-50-51 Federal Aid Program. Talbot County decided not to participate in the 1946-7-50-1 Federal Aid Program and Charles, Garrett, Howard and Somerset are not participating in the 1950-1 Federal Aid Program.

ITALICS INDICATE RED FIGURES.

EXHIBIT B, Schedule 4

BONDED DEBT AND DEBT SERVICE FUNDS

STATEMENT OF REVENUES AND EXPENDITURES FOR THE FISCAL YEAR ENDED JUNE 30, 1950

	TOTAL	STATE HIGHWAY CONSTRUCTION BOND FUND	STATE HIGHWAY CONSTRUCTION BOND SINKING FUND	REFUNDING AND IMPROVEMENT BONDS OF 1941 DEBT SERVICE RESERVE FUND	4% BONDS OF 1933 DEBT SERVICE FUND
BALANCE, JULY 1, 1949	$ 705,294.01			$ 694,894.01	$ 10,400.00
REVENUES:					
Portion of proceeds of 50% share of the Gasoline Tax Fund	$ 1,817,032.26		$ 1,817,032.26		
Portion of proceeds of excise tax on issuance of certificates of title to motor vehicles	518,489.24		518,489.24		
Proceeds from sale of bonds:					
Series A (par value, $22,500,000)	22,500,000.00	$22,500,000.00			
Series B (par value, $2,500,000)	2,509,159.14	2,509,159.14			
Net income from United States Treasury obligations	8,298.58			$ 8,298.58	
TOTAL REVENUES	$27,352,979.22	$25,009,159.14	$ 2,335,521.50	$ 8,298.58	
TOTAL FUNDS AVAILABLE	$28,058,273.23	$25,009,159.14	$ 2,335,521.50	$ 703,192.59	$ 10,400.00
EXPENDITURES:					
Expenses of construction bond issues:					
Series A	$ 44,168.78	$ 44,168.78			
Series B	12,266.93	12,266.93			
Redemption of Refunding and Improvement Bonds of 1941:					
Due October 1, 1949	596,000.00			$ 596,000.00	
Due October 1, 1950, to October 1, 1956, inclusive, called as of October 1, 1949, including principal and $139,710 premium	4,796,710.00	4,736,991.16		59,718.84	
Interest on bonds payable:					
Refunding and Improvement Bonds of 1941	47,473.75			47,473.75	
Construction Bonds:					
Series A	209,070.00		$ 209,070.00		
Series B	25,215.50		25,215.50		
Transfer to General Construction and Operating Fund	20,215,732.27	20,215,732.27			
TOTAL EXPENDITURES	$25,946,637.23	$25,009,159.14	$ 234,285.50	$ 703,192.59	
BALANCE, JUNE 30, 1950	$ 2,111,636.00		2,101,236.00		$ 10,400.00

EXHIBIT C

COMBINED BALANCE SHEET, JUNE 30, 1949 (INCLUDING ALL FUNDS EXCEPT SUSQUEHANNA RIVER TOLL BRIDGE, POTOMAC RIVER TOLL BRIDGE, CHESAPEAKE BAY BRIDGE, AND CHESAPEAKE BAY FERRY SYSTEM)

	TOTAL	GENERAL CONSTRUCTION AND OPERATING FUND	MAINTENANCE FUND	COUNTIES AND MUNICIPALITIES TAX REVENUES ALLOCATION FUND	COUNTY MAINTENANCE FUNDS (Schedule 1)	COUNTY CONSTRUCTION FUNDS (Schedule 2)	BONDED DEBT AND DEBT SERVICE FUNDS (Schedule 3)	FIXED ASSETS (Schedule 4)
ASSETS								
CASH:								
Cash with State Treasurer	$ 12,102,051.92	$ 9,642,185.32	$ 1,046,072.23	$ 439,180.51	$ 225,124.11	$ 44,198.68	$ 705,294.01	
Working Fund:								
Payroll	482,500.00	482,500.00						
Office	17,500.00	17,500.00						
DEBT SERVICE FUNDS WITH FISCAL AGENT	1,862.50						1,862.50	
ACCOUNTS RECEIVABLE:								
United States Government (Federal Aid)	1,682,314.47	1,276,118.00				406,196.47		
Tenants and others	21,743.08	21,743.08						
Counties, etc.	105,379.14	105,379.14						
INVENTORIES OF MATERIALS AND SUPPLIES (Estimated valuation)	949,868.70	949,868.70						
PRELIMINARY CONSTRUCTION COSTS, ETC.	1,606,610.44	1,606,610.44						
ROADS SYSTEM CONSTRUCTION AND OTHER WORK IN PROGRESS	28,777,100.38	28,777,100.38						
ROADS SYSTEM AND OTHER FIXED ASSETS (Book Value)	230,226,128.66							$230,226,128.66
FUTURE TAX REVENUES ENCUMBERED AND PORTION OF EXISTING DEBT SERVICE RESERVE FUND RESERVED FOR THE REDEMPTION OF OUTSTANDING BONDS	5,253,000.00						5,253,000.00	
FUTURE REVENUES ENCUMBERED FOR THE COMPLETION OF AUTHORIZED PROJECTS:								
State Tax revenues, bond proceeds, etc.	11,224,204.17	11,224,204.17						
County funds and Federal Aid apportionments	870,506.41				2,868.12	867,638.29		
TOTAL	$293,320,772.87	$ 54,103,209.23	$ 1,046,072.23	$ 439,180.51	$ 227,992.26	$ 1,318,033.44	$ 5,960,156.51	$230,226,128.66
LIABILITIES								
TAX APPORTIONMENTS PAYABLE TO:								
Counties	$ 261,594.99			$ 261,594.99				
Municipalities	174,585.55			174,585.55				
ACCOUNTS PAYABLE, ETC.	7,131.74	$ 7,131.74						
CALLED BONDS AND INTEREST COUPONS PAYABLE THROUGH STATE TREASURER OR FISCAL AGENT	12,262.50						$ 12,262.50	
REFUNDING AND IMPROVEMENT BONDS OF 1941 PAYABLE	5,253,000.00						5,253,000.00	
DUE TO STATE COMPTROLLER FOR WORKING FUND ADVANCED	500,000.00	500,000.00						
STATE EQUITY IN ROADS SYSTEM CONSTRUCTION AND OTHER WORK IN PROGRESS	28,777,100.38	28,777,100.38						
STATE EQUITY IN ROADS SYSTEM AND OTHER FIXED ASSETS	230,226,128.66							$230,226,128.66
RESERVES:								
Completion of authorized projects	21,186,374.79	23,415,736.89	$ 103,684.21		$ 4,451.55	$ 662,499.11		
Refunding and Improvement Bonds of 1911 Debt Service Fund	694,894.01						694,894.01	
Acquisition of Capital Properties	891,965.84		891,965.84					
Ocean City Beach Protection	24,771.67		24,771.67					
Sign Permit Fund	25,650.51		25,650.51					
Accounts Receivable	1,809,436.69	1,403,240.22				406,196.47		
SURPLUS AVAILABLE FOR NEW PROJECTS, ETC.	472,875.51				223,537.71	249,337.83		
TOTAL	$293,320,772.87	$ 54,103,209.23	$ 1,046,072.23	$ 439,180.51	$ 227,992.26	$ 1,318,033.44	$ 5,960,156.51	$230,226,128.66

NOTE—The State Roads Commission is authorized to issue from time to time State Highway Construction Bonds not to exceed an aggregate principal amount of $100,000,000.

EXHIBIT C, Schedule 1

COUNTY MAINTENANCE FUNDS
COMBINED BALANCE SHEET, JUNE 30, 1949

	ASSETS			LIABILITIES		
	CASH WITH STATE TREASURER	FUTURE RECEIPTS ENCUMBERED FOR THE COMPLETION OF AUTHORIZED PROJECTS	TOTAL	RESERVE FOR COMPLETION OF AUTHORIZED PROJECTS	SURPLUS AVAILABLE FOR NEW PROJECTS, ETC.	TOTAL
ANNE ARUNDEL COUNTY	$ 1,586.43	$ 2,868.12	$ 4,454.55	$ 4,454.55		$ 4,454.55
CALVERT COUNTY	11,549.66		11,549.66		$ 11,549.66	11,549.66
CAROLINE COUNTY	69,567.42		69,567.42		69,567.42	69,567.42
CECIL COUNTY	18,741.71		18,741.71		18,741.71	18,741.71
CHARLES COUNTY	17,223.08		17,223.08		17,223.08	17,223.08
KENT COUNTY	1,325.61		1,325.61		1,325.61	1,325.61
QUEEN ANNE'S COUNTY	20,790.43		20,790.43		20,790.43	20,790.43
ST. MARY'S COUNTY	19,236.36		19,236.36		19,236.36	19,236.36
SOMERSET COUNTY	14,593.96		14,593.96		14,593.96	14,593.96
TALBOT COUNTY	19,507.82		19,507.82		19,507.82	19,507.82
WICOMICO COUNTY	25,273.13		25,273.13		25,273.13	25,273.13
WORCESTER COUNTY	5,728.53		5,728.53		5,728.53	5,728.53
TOTAL	$ 225,124.14	$ 2,868.12	$ 227,992.26	$ 4,454.55	$ 223,537.71	$ 227,992.26

Exhibit C, Schedule 2

COUNTY CONSTRUCTION FUNDS

COMBINED BALANCE SHEET, JUNE 30, 1949

	ASSETS				LIABILITIES			
	CASH WITH STATE TREASURER	ACCOUNTS RECEIVABLE — UNITED STATES GOVERNMENT (Federal Aid)	FUTURE RECEIPTS ENCUMBERED FOR THE COMPLETION OF AUTHORIZED PROJECTS — COUNTY FUNDS AND FEDERAL AID APPORTIONMENTS	TOTAL	RESERVE FOR COMPLETION OF AUTHORIZED PROJECTS	RESERVE FOR ACCOUNTS RECEIVABLE	SURPLUS AVAILABLE FOR NEW PROJECTS, ETC	TOTAL
ALLEGANY COUNTY	$108,403.61			$ 108,403.61	$ 52,069.53		$ 56,334.08	$ 108,403.61
ANNE ARUNDEL COUNTY	122,960.17			122,960.17	82,793.98		40,166.19	122,960.17
BALTIMORE COUNTY	*189,630.71*		$192,464.86	2,834.15	2,834.15			2,834.15
CALVERT COUNTY								
CAROLINE COUNTY	21,287.67			21,287.67	17,060.45		4,227.22	21,287.67
CARROLL COUNTY	*48,324.87*		49,828.41	1,503.54	1,503.54			1,503.54
CECIL COUNTY	*54,127.59*		69,653.64	15,526.05	15,526.05			15,526.05
CHARLES COUNTY	*26,045.36*		55,895.80	29,850.44	29,850.44			29,850.44
DORCHESTER COUNTY	*50,029.45*		55,988.86	5,959.41	5,959.41			5,959.41
FREDERICK COUNTY	*13,044.10*		13,044.10					
GARRETT COUNTY	107,687.49		100,390.99	208,078.48	208,078.48			208,078.48
HARFORD COUNTY	82,157.14			82,157.14			82,157.14	82,157.14
HOWARD COUNTY	48,902.94		5,046.02	53,948.96	53,948.96			53,948.96
KENT COUNTY	20,461.42			20,461.42	4,506.31		15,955.11	20,461.42
MONTGOMERY COUNTY	*4,270.57*		52,697.30	48,426.73	48,426.73			48,426.73
PRINCE GEORGE'S COUNTY	*75,201.77*		101,603.30	26,401.53	26,401.53			26,401.53
QUEEN ANNE'S COUNTY	*24,277.62*		68,670.03	44,392.41	44,392.41			44,392.41
ST. MARY'S COUNTY								
SOMERSET COUNTY	*39,095.51*		39,095.51					
TALBOT COUNTY	*4,977.43*		4,977.43					
WASHINGTON COUNTY	50,498.09			50,498.09			50,498.09	50,498.09
WICOMICO COUNTY	*11,428.44*		11,428.44					
WORCESTER COUNTY	22,293.57		46,853.60	69,147.17	69,147.17			69,147.17
UNDISTRIBUTED (Apportioned on a road mileage basis when realized)		$406,196.47		406,196.47		$406,196.47		406,196.47
TOTAL	$ 44,198.68	$406,196.47	$867,638.29	$ 1,318,033.44	$662,499.14	$406,196.47	$249,337.83	$ 1,318,033.44

ITALICS INDICATE RED FIGURES.

Exhibit C, Schedule 3

BONDED DEBT AND DEBT SERVICE FUNDS
COMBINED BALANCE SHEET, JUNE 30, 1949

		Bonded Debt Fund	Debt Service Funds		Debt Service Reserve Fund
	Total	Refunding and Improvement Bonds of 1941	4% Bonds of 1933	Refunding and Improvement Bonds of 1941	Refunding and Improvement Bonds of 1941
ASSETS					
Cash with State Treasurer (Includes $550,000.00 United States Treasury 2% Bonds)	$ 705,294.01	....	$ 10,100.00	....	$ 694,894.01
Debt Service Funds with Fiscal Agent	1,862.50	....	1,600.00	$ 262.50	....
Future Tax Revenues Encumbered and Portion of Existing Debt Service Reserve Fund Reserved for the Redemption of Outstanding Bonds	5,253,000.00	$ 5,253,000.00		....	....
Total	$ 5,960,156.51	$ 5,253,000.00	$ 12,000.00	$ 262.50	$ 694 894.01
LIABILITIES					
Called Bonds and Interest Coupons Payable Through State Treasurer or Fiscal Agent	$ 12,262.50		$ 12,000.00	$ 262.50	....
Bonds Payable—Schedule 3a	5,253,000.00	$ 5,253,000.00	....	....	....
Debt Service Reserves	694,894.01	....	....	....	$ 694,894.01
Total	$ 5,960,156.51	$ 5,253,000.00	$ 12,000.00	$ 262.50	$ 694,894.01

Exhibit C, Schedule 3a

BONDED DEBT AND DEBT SERVICE FUNDS
REFUNDING AND IMPROVEMENT BONDS OF 1941 PAYABLE, JUNE 30, 1949

Maturity Date	Total Principal	Interest Rate
October 1, 1949	$ 596,000.00	2%
October 1, 1950	612,000.00	2%
October 1, 1951	629,000.00	1¾%
October 1, 1952	646,000.00	1¾%
October 1, 1953	665,000.00	1¾%
October 1, 1954	682,000.00	1¾%
October 1, 1955	702,000.00	1¾%
October 1, 1956	721,000.00	1¾%
Total	$ 5,253,000.00	

EXHIBIT C, Schedule 4

STATEMENT OF ROADS SYSTEM AND OTHER FIXED ASSETS FOR THE FISCAL YEAR ENDED JUNE 30, 1949

	BALANCE, JULY 1, 1948	ADDITIONS			DEDUCTIONS	BALANCE JUNE 30, 1949
		GENERAL CONSTRUCTION AND OPERATING FUND	MAINTENANCE FUND	TOTAL		
ROADS SYSTEM:						
Roads	$197,214,519.74	$ 9,898,169.09		$ 9,898,169.09		$207,112,688.83
Bridges (Since May, 1929)	16,528,665.78	793,350.37		793,350.37		17,322,016.15
Traffic Control Facilities—(Since July, 1948)			$67,856.33	67,856.33		67,856.33
TOTAL ROADS SYSTEM	$213,743,185.52	$10,691,519.46	$67,856.33	$10,759,375.79		$224,502,561.31
OTHER FIXED ASSETS:						
Lands and Buildings	$ 636,158.89	$ 30,397.36		$ 30,397.36		$ 666,556.25
Engineering Equipment	249,785.47		$ 26,071.50	26,071.50		275,856.97
Office Equipment	109,737.45		33,657.21	33,657.21		143,394.66
Road Equipment	2,902,781.95		785,570.02	785,570.02	$191,298.98	3,497,052.99
Shop, Storeroom, Yard, and Other Equipment	906,220.88		11,311.17	11,311.17		920,532.05
Transportation Equipment	195,804.58		33,159.18	33,159.18	8,789.33	220,174.43
TOTAL OTHER FIXED ASSETS	$ 5,000,489.22	$ 30,397.36	$892,769.08	$ 923,166.14	$200,088.31	$ 5,723,567.35
TOTAL	$218,743,674.74	$10,721,916.82	$960,625.41	$11,682,542.23	$200,088.31	$230,226,128.66

NOTES:

This statement does not include work in progress.

The balance of $230,226,128.66 at June 30 1949, is apparently overstated as the result of unrecorded dispositions over a period of years.

EXHIBIT D

COMBINED STATEMENT OF REVENUES AND EXPENDITURES FOR THE FISCAL YEAR ENDED JUNE 39, 1949 (INCLUDING ALL FUNDS EXCEPT SUSQUEHANNA RIVER TOLL BRIDGE, POTOMAC RIVER TOLL BRIDGE, CHESAPEAKE BAY BRIDGE, AND CHESAPEAKE BAY FERRY SYSTEM)

	TOTAL	ELIMINATIONS	GENERAL CONSTRUCTION AND OPERATING FUND	MAINTENANCE FUND	COUNTIES AND MUNICIPALITIES TAX REVENUES ALLOCATION FUND (Schedule 1)	COUNTY MAINTENANCE FUNDS (Schedule 2)	COUNTY CONSTRUCTION FUNDS (Schedule 3)	BONDED DEBT AND DEBT SERVICE FUNDS (Schedule 1)
CASH BALANCE, JULY 1, 1948	$19,109,961.15		$14,715,763.82	$ 2,170,505.55	$ 450,875.61	$ 164,961.78	$ 766,102.66	$ 811,751.73
REVENUES:								
Gasoline Tax Fund:								
50% portion	$10,302,706.23		$ 9,513,202.48					$ 789,503.75
20% portion	4,121,082.50				$ 4,121,082.50			
Excise tax on issuance of certificates of title to motor vehicles	5,226,743.77		5,226,743.77					
Motor Vehicle Revenue Fund:								
50% portion	4,383,901.74			$ 4,383,901.74				
20% portion	1,753,560.69				1,753,560.69			
Federal aid	4,585,583.10		3,698,386.39				$ 887,196.71	
Specific work authorizations—billwork	243,700.03		243,700.03					
Sale of specifications	9,461.00			9,461.00				
Sale of new, old, and scrap materials, and miscellaneous income	25,015.94			25,015.94				
Rental of properties	11,345.97			11,345.97				
Remittances by counties	519,542.21					$ 345,425.26	174,116.95	
Rental of county equipment	2,444.00					2,444.00		
Sign Permit Fund	14,803.24			11,803.24				
Income from United States Treasury obligations	11,000.00							11,000.00
Reimbursement of advances for account of Toll System Facilities, etc.:								
Chesapeake Bay Bridge Construction Fund	1,606.34		1,606.34					
Chesapeake Bay Ferry System:								
Return of one-half cent gasoline tax contingent debt service fund	93,875.00		93,875.00					
Maintenance	358,170.12		358,170.12					
Susquehanna River and Potomac River Toll Bridges:								
Balance of funds from toll bridge facilities transferred to State Roads Commission under terms of Trust Indenture:								
Construction Fund	188,968.05		188,968.05					
Reserve Funds	176,793.85			176,793.85				
Maintenance	6,030.43		6,030.43					
Collections for account of State Treasurer:								
Sign licenses—General Fund		$ 4,333.36	4,333.36					
Hauling permits—Motor Vehicle Revenue Fund		48,390.00	48,390.00					
Miscellaneous	3,197.72		3,197.72					
TOTAL REVENUES	$32,039,531.93	$ 52,723.36	$19,386,603.69	$ 4,621,321.74	$ 5,874,643.19	$ 347,869.26	$ 1,061,313.66	$ 800,503.75

TRANSFERS:								
From General Construction and Operating Fund		1,766,681.31		528,391.64				1,238,292.70
From Counties and Municipalities Tax Revenues Allocation Fund		1,813,034.81				1,752,332.23	60,702.58	
From County Maintenance Funds		183,352.56					183,352.56	
From County Construction Funds		3,959.07	3,959.07					
TOTAL REVENUES, INCLUDING TRANSFERS	$32,039,531.93	$ 3,819,754.14	$19,390,562.76	$ 5,149,713.38	$ 5,871,643.19	$ 2,100,201.49	$ 1,305,368.80	$ 2,038,796.45
TOTAL	$51,119,493.08	$ 3,819,754.14	$34,136,326.58	$ 7,320,218.93	$ 6,325,518.80	$ 2,265,163.27	$ 2,071,471.16	$ 2,850,518.18
EXPENDITURES:								
Construction costs	$23,699,676.18		$21,746,579.09				$ 1,953,097.09	
Maintenance costs	6,912,623.39			$ 5,055,936.82		$ 1,856,686.57		
Capital properties acquired	945,678.24			945,678.24				
Ocean City Beach protection	5,228.33			5,228.33				
Operation of toll bridges—State Roads Commission's portion	259,729.93			259,729.93				
Sign Permit Fund	7,573.38			7,573.38				
Payments of tax apportionments:								
Counties	3,685,447.32				$ 3,685,447.32			
Municipalities	387,856.13				387,856.13			
Advances for account of Toll System Facilities, etc.	375,903.22		375,903.22					
Specific work authorizations—billwork	280,760.21		280,760.21					
Remittances of collections to State Treasurer:								
Sign licenses—General Fund		$ 4,333.36	4,333.36					
Hauling permits—Motor Vehicle Revenue Fund		48,390.00	48,390.00					
Federal aid apportioned to:								
Baltimore City—Urban Program	30,000.00		30,000.00					
Frederick County—Secondary Program	70,216.62						70,216.62	
Refunds of excise tax on issuance of certificates of title to motor vehicles	2,615.67		2,615.67					
Redemption of bonds payable:								
Chesapeake Bay Ferry System Improvement Bonds of 1945:								
Bonds due October 1, 1948	100,000.00							$ 100,000.00
Bonds due October 1, 1949, to October 1, 1960, inclusive, called as of December 1, 1948, including principal and premium	1,353,040.00							1,353,040.00
Refunding and Improvement Bonds of 1941 due October 1, 1948	580,000.00							580,000.00
Interest on bonds payable:								
Chesapeake Bay Ferry System Improvement Bonds of 1945	11,466.67							11,466.67
Refunding and Improvement Bonds of 1941	100,747.50							100,747.50
Susquehanna River and Potomac River Toll Bridges Construction Fund	3,751.30		3,751.30					
Excess of cost of materials and supplies purchased for storerooms over value of materials and supplies withdrawn	235,124.07		235,124.07					
TOTAL EXPENDITURES	$39,047,438.16	$ 52,723.36	$22,727,456.92	$ 6,274,146.70	$ 4,073,303.45	$ 1,856,686.57	$ 2,023,313.71	$ 2,145,254.17
TRANSFERS:								
To General Construction and Operating Fund		3,959.07					3,959.07	
To Maintenance Fund		528,391.64	528,391.64					
To County Maintenance Funds		1,752,332.23			1,752,332.23			
To County Construction Funds		244,055.14			60,702.58	183,352.56		
To Debt Service Funds		1,238,292.70	1,238,292.70					
TOTAL EXPENDITURES, INCLUDING TRANSFERS	$39,047,438.16	$ 3,819,754.14	$24,494,141.26	$ 6,274,146.70	$ 5,886,338.26	$ 2,040,039.13	$ 2,027,272.78	$ 2,145,254.17
CASH BALANCE, JUNE 30, 1949	$12,102,054.92		$ 9,642,185.32	$ 1,046,072.23	$ 439,180.54	$ 225,124.14	$ 44,198.68	$ 705,294.01

EXHIBIT D, Schedule 1

COUNTIES AND MUNICIPALITIES TAX REVENUES ALLOCATION FUND

STATEMENT OF REVENUES AND EXPENDITURES FOR THE FISCAL YEAR ENDED JUNE 30, 1949

		REVENUES		EXPENDITURES				
	BALANCE, JULY 1, 1948	ALLOCATION OF 20% SHARE OF GASOLINE TAX AND MOTOR VEHICLE REVENUE FUNDS	TOTAL FUNDS AVAILABLE	PAYMENTS TO COUNTIES AND MUNICIPALITIES	TRANSFERS TO COUNTY MAINTENANCE FUNDS	TRANSFERS TO COUNTY CONSTRUCTION FUNDS	TOTAL	BALANCE, JUNE 30, 1949
COUNTIES:								
Allegany	$ 5,572.94	$ 218,411.86	$ 223,984.80	$ 172,125.37		$ 36,331.69	$ 208,457.06	$ 15,527.74
Anne Arundel	4,246.51	316,426.52	320,673.03	297,730.37			297,730.37	22,912.66
Baltimore	39,645.17	606,249.62	645,894.79	602,191.39			602,191.39	43,703.40
Calvert		81,893.22	81,893.22		$ 81,893.22		81,893.22	
Caroline		207,934.43	207,934.43		207,934.43		207,934.43	
Carroll	21,478.49	320,195.82	341,674.31	318,378.61			318,378.61	23,295.70
Cecil		197,906.01	197,906.01		197,906.01		197,906.01	
Charles		154,695.56	154,695.56		154,695.56		154,695.56	
Dorchester	14,449.61	216,638.31	231,087.92	215,378.52			215,378.52	15,709.40
Frederick	29,988.21	454,204.55	484,192.76	451,441.16			451,441.16	32,751.60
Garrett	19,080.70	324,503.98	343,584.68	295,743.27		24,370.89	320,114.16	23,470.52
Harford	17,262.74	259,526.86	276,789.60	258,180.00			258,180.00	18,609.60
Howard	8,693.73	128,616.22	137,309.95	128,153.36			128,153.36	9,156.59
Kent		119,144.48	119,144.48		119,144.48		119,144.48	
Montgomery	21,658.08	327,541.92	349,200.00	325,425.43			325,425.43	23,774.57
Prince George's	145,517.55	211,891.48	357,409.03	342,033.43			342,033.43	15,375.60
Queen Anne's		175,442.50	175,442.50		175,442.50		175,442.50	
St. Mary's		132,507.29	132,507.29		132,507.29		132,507.29	
Somerset		129,334.64	129,334.64		129,334.64		129,334.64	
Talbot		120,799.13	120,799.13		120,799.13		120,799.13	
Washington	18,031.27	280,912.75	298,944.02	278,666.41			278,666.41	20,277.61
Wicomico		233,112.15	233,112.15		233,112.15		233,112.15	
Worcester		199,562.82	199,562.82		199,562.82		199,562.82	
TOTAL COUNTIES	$ 345,625.00	$ 5,417,452.12	$ 5,763,077.12	$ 3,685,447.32	$ 1,752,332.23	$ 60,702.58	$ 5,498,482.13	$ 264,594.99
MUNICIPALITIES—Schedule 1a	105,250.61	457,191.07	562,441.68	387,856.13			387,856.13	174,585.55
TOTAL COUNTIES AND MUNICIPALITIES	$ 450,875.61	$ 5,874,643.19	$ 6,325,518.80	$ 4,073,303.45	$ 1,752,332.23	$ 60,702.58	$ 5,886,338.26	$ 439,180.54

EXHIBIT D, Schedule 1a

COUNTIES AND MUNICIPALITIES TAX REVENUES ALLOCATION FUND

STATEMENT OF REVENUES AND EXPENDITURES FOR ACCOUNT OF MUNICIPALITIES FOR THE FISCAL YEAR ENDED JUNE 30, 1949

MUNICIPALITY	ROAD MILES—MUNICIPALITIES	BALANCE, JULY 1, 1948	REVENUES	TOTAL FUNDS AVAILABLE	EXPENDITURES	BALANCE, JUNE 30, 1949
ALLEGANY COUNTY:						
Barton	2.500	$ 278.39	$ 1,122.50	$ 1,400.89	$ 1,043.88	$ 357.01
Cumberland	112.381	12,538.98	50,459.14	62,998.12	46,690.47	16,307.65
Frostburg	23.478	2,632.07	10,541.63	13,173.70	9,756.80	3,416.90
Lonaconing	6.125	684.11	2,750.12	3,434.23	2,548.73	885.50
Luke	2.980	218.95	1,338.02	1,556.97	218.95	1,338.02
Midland	2.755	304.30	1,237.00	1,541.30	1,148.29	393.01
Westernport	9.129	1,016.63	4,098.94	5,115.57	3,784.01	1,331.56
TOTAL	159.348	$ 17,673.43	$ 71,547.35	$ 89,220.78	$ 65,191.13	$ 24,029.65
ANNE ARUNDEL COUNTY:						
Annapolis	15.990	$ 1,788.91	$ 7,179.52	$ 8,968.43	$ 6,651.27	$ 2,317.16
Arundel on the Bay	4.195	393.10	1,751.04	2,144.14	2,144.14	......
TOTAL	20.185	$ 2,182.01	$ 8,930.56	$ 11,112.57	$ 8,795.41	$ 2,317.16
CALVERT COUNTY:						
Chesapeake Beach	5.860	$ 608.30	$ 2,631.15	$ 3,239.45	$ 2,382.84	$ 856.61
North Beach	5.250	582.31	2,357.25	2,939.56	1,496.60	1,442.96
TOTAL	11.110	$ 1,190.61	$ 4,988.40	$ 6,179.01	$ 3,879.44	$ 2,299.57
CAROLINE COUNTY:						
Denton	8.240	$ 912.41	$ 3,699.77	$ 4,612.18	$ 2,352.37	$ 2,259.81
Federalsburg	6.210	693.15	2,788.29	3,481.44	2,582.77	898.67
Goldsboro	.550	230.52	246.95	477.47	394.17	83.30
Greensboro	3.350	263.18	1,504.15	1,767.33	1,274.94	492.39
Hillsboro	.340	37.25	152.66	189.91	141.41	48.50
Preston	1.280	145.53	574.72	720.25	368.38	351.87
Ridgely	6.580	692.39	2,954.43	3,646.82	2,701.03	945.79
TOTAL	26.550	$ 2,974.43	$ 11,920.97	$ 14,895.40	$ 9,815.07	$ 5,080.33
CARROLL COUNTY:						
Hampstead	2.030	$ 220.37	$ 911.47	$ 1,131.84	$ 841.15	$ 290.69
Manchester	3.470	......	1,558.03	1,558.03	1,057.58	500.45
Mt. Airy	4.560	504.22	2,047.44	2,551.66	1,883.67	667.99
New Windsor	2.480	268.83	1,113.52	1,382.35	1,027.52	354.83
Sykesville	4.119	465.46	1,849.43	2,314.89	1,706.96	607.93
Taneytown	4.340	......	1,948.66	1,948.66	1,310.47	638.19
Union Bridge	4.400	482.03	1,975.60	2,457.63	1,815.51	642.12
Westminster	19.240	2,110.80	8,638.79	10,749.59	7,950.46	2,799.13
TOTAL	44.639	$ 4,051.71	$ 29,042.94	$ 21,094.65	$ 17,593.32	$ 6,501.33
CECIL COUNTY:						
Cecilton	.460	$ 51.19	$ 206.54	$ 257.73	$ 192.06	$ 65.67
Charlestown	2.870	310.70	1,288.63	1,599.33	1,184.13	415.20
Chesapeake City	2.960	334.27	1,329.04	1,663.31	1,235.85	427.46
Elkton	9.520	955.27	4,274.49	5,229.76	3,843.18	1,386.58
Northeast	3.640	406.86	1,634.36	2,041.22	1,039.85	1,001.37
Perryville	1.381	153.97	620.07	774.04	576.59	197.45
Port Deposit	.720	75.23	323.28	398.51	286.54	111.97
Rising Sun	1.700	188.52	763.30	951.82	709.75	242.07
TOTAL	23.251	$ 2,476.01	$ 10,439.71	$ 12,915.72	$ 9,097.95	$ 3,817.77
CHARLES COUNTY:						
Indian Head	2.120	$ 374.72	$ 1,242.63	$ 1,617.35	$ 831.68	$ 785.67
La Plata	5.000	880.51	2,930.73	3,811.24	2,761.92	1,049.32
TOTAL	7.120	$ 1,255.23	$ 4,173.36	$ 5,428.59	$ 3,593.60	$ 1,834.99
DORCHESTER COUNTY:						
Cambridge	23.480	$ 708.27	$ 10,542.53	$ 11,250.80	$ 7,835.77	$ 3,415.03
Eldorado	.280	......	125.72	125.72	56.49	69.23
Hurlock	6.040	674.49	2,711.96	3,386.45	2,503.27	883.18
Secretary	1.385	151.96	621.86	773.82	573.99	199.83
Vienna	1.387	152.80	622.78	775.58	395.92	379.66
TOTAL	32.572	$ 1,687.52	$ 14,624.85	$ 16,312.37	$ 11,365.44	$ 4,946.93

EXHIBIT D, Schedule 1a—Continued

EXHIBIT D, Schedule 1a—Continued

COUNTIES AND MUNICIPALITIES TAX REVENUES ALLOCATION FUND

STATEMENT OF REVENUES AND EXPENDITURES FOR ACCOUNT OF MUNICIPALITIES FOR THE FISCAL YEAR ENDED JUNE 30, 1949

MUNICIPALITY	ROAD MILES—MUNICIPALITIES	BALANCE, JULY 1, 1948	REVENUES	TOTAL FUNDS AVAILABLE	EXPENDITURES	BALANCE, JUNE 30, 1949
FREDERICK COUNTY:						
Brunswick	16.428	$ 1,836.13	$ 7,376.18	$ 9,212.31	$ 4,711.81	$ 4,500.50
Burkittsville	1.370	135.67	615.13	750.80	535.01	215.79
Emmitsburg	1.160	461.71	1,867.84	2,329.55	1,190.21	1,139.34
Frederick	45.688	5,076.76	20,513.94	25,590.70	18,954.25	6,636.45
Middletown	3.328	382.90	1,494.28	1,877.18	1,381.28	495.90
Mt. Airy	950	111.56	426.55	538.11	411.07	127.04
Myersville	180	20.02	80.82	100.84	86.60	14.24
Thurmont	7.600	857.79	3,412.40	4,270.19	3,154.05	1,116.14
Walkersville	2.905	306.77	1,304.34	1,611.11	1,205.32	405.79
Woodsboro	1.850	201.91	830.66	1,032.57	767.68	264.89
TOTAL	84.459	$ 9,391.22	$ 37,922.14	$ 47,313.36	$ 32,397.28	$ 14,916.08
GARRETT COUNTY:						
Accident	1.700	$ 171.78	$ 763.30	$ 935.08	$ 680.18	$ 254.90
Deer Park	4.050	451.45	1,818.45	2,269.90	1,676.26	593.64
Friendsville	3.479	375.94	1,562.07	1,938.01	1,438.98	499.03
Grantsville	2.576	284.59	1,156.63	1,441.22	1,070.32	370.90
Kitzmillersville	3.490	381.30	1,567.01	1,948.31	1,441.34	503.97
Loch Lynn Heights	3.360	373.84	1,508.64	1,882.48	959.60	922.88
Mountain Lake Park	10.435	1,152.76	4,685.32	5,838.08	4,318.77	1,519.31
Oakland	9.500	1,050.60	4,265.51	5,316.11	3,939.30	1,376.81
TOTAL	38.590	$ 4,242.26	$ 17,326.93	$ 21,569.19	$ 15,527.75	$ 6,041.44
HARFORD COUNTY:						
Aberdeen	9.162	$ 1,020.00	$ 4,113.75	$ 5,133.75	$ 3,807.73	$ 1,326.02
Bel Air	8.869	967.87	3,982.19	4,950.06	2,519.53	2,430.53
Havre de Grace	24.051	2,595.35	10,798.90	13,394.25	9,903.65	3,490.60
TOTAL	42.082	$ 4,583.22	$ 18,894.84	$ 23,478.06	$ 16,230.91	$ 7,247.15
KENT COUNTY:						
Betterton	1.200	$ 182.02	$ 618.80	$ 800.82	$ 577.72	$ 223.10
Chestertown	5.280	807.46	2,722.71	3,530.17	2,548.59	981.58
Galena	440	69.39	226.90	296.29	211.83	84.46
Millington	640	94.44	330.02	424.46	308.13	116.33
Rock Hall	1.640	251.42	845.69	1,097.11	789.62	307.49
TOTAL	9.200	$ 1,404.73	$ 4,744.12	$ 6,148.85	$ 4,435.89	$ 1,712.96
MONTGOMERY COUNTY:						
Barnesville	.450	$ 41.34	$ 202.05	$ 243.39	$ 188.55	$ 54.84
Brookville	.200	.....	89.81	89.81	49.07	40.74
Chevy Chase, Section III	2.223	62.61	998.13	1,060.74	749.58	311.16
Chevy Chase, Section IV	6.212	638.63	2,789.19	3,427.82	2,527.74	900.08
Chevy Chase, Section V	1.620	188.09	727.38	915.47	470.75	444.72
Chevy Chase View	3.310	381.02	1,486.19	1,867.21	960.49	906.72
Chevy Chase Village	6.838	804.34	3,070.26	3,874.60	2,889.76	984.84
Drummond	.390	40.73	175.11	215.84	163.39	52.45
Friendship Heights	.875	122.21	392.87	515.08	392.07	123.01
Gaithersburg	4.660	602.10	2,092.35	2,694.45	2,025.09	669.36
Garrett Park	3.095	339.98	1,389.66	1,729.64	1,272.28	457.36
Glen Echo	1.700	197.10	763.30	960.40	493.90	466.50
Kensington	6.643	735.39	2,982.71	3,718.10	1,894.32	1,823.78
Martin's Additions	2.303	253.47	1,034.05	1,287.52	964.94	322.58
North Chevy Chase	.990	120.41	444.51	564.92	414.81	150.11
Oakmont	.518	45.29	232.59	277.88	130.09	147.79
Poolesville	762	73.94	342.14	416.08	201.13	214.95
Rockville	14.576	1,649.86	6,544.63	8,194.49	6,066.02	2,128.47
Somerset	1.960	207.89	880.04	1,087.93	796.69	291.24
Takoma Park	16.771	1,856.37	7,530.19	9,386.56	6,934.98	2,451.58
Washington Grove	2.890	327.67	1,297.60	1,625.27	1,210.95	414.32
TOTAL	78.986	$ 8,688.44	$ 35,464.76	$ 44,153.20	$ 30,796.60	$ 13,356.60
PRINCE GEORGE'S COUNTY:						
Berwyn Heights	1.616	$ 522.66	$ 2,072.59	$ 2,595.25	$ 1,915.90	$ 679.35
Bladensburg	4.097	462.04	1,839.55	2,301.59	1,700.45	601.14
Bowie	3.410	370.20	1,531.10	1,901.30	1,395.79	505.51
Brentwood	6.764	756.17	3,037.04	3,793.21	2,807.32	985.89
Capital Heights	5.630	.....	2,527.87	2,527.87	1,702.83	825.04
Cheverly	11.367	1,167.13	5,103.79	6,270.92	4,611.48	1,659.44
College Park	16.885	1,833.43	7,581.37	9,414.80	6,961.26	2,453.54
Colmar Manor	3.724	423.37	1,672.08	2,095.45	1,545.68	549.77

EXHIBIT D, Schedule 1a—Continued

Exhibit D, Schedule 1a—Concluded

COUNTIES AND MUNICIPALITIES TAX REVENUES ALLOCATION FUND

STATEMENT OF REVENUES AND EXPENDITURES FOR ACCOUNT OF MUNICIPALITIES FOR THE FISCAL YEAR ENDED JUNE 30, 1949

MUNICIPALITY	ROAD MILES—MUNICIPALITIES	BALANCE, JULY 1, 1948	REVENUES	TOTAL FUNDS AVAILABLE	EXPENDITURES	BALANCE, JUNE 30, 1949
PRINCE GEORGE'S CO. (*Cont.*)						
Cottage City	2.398	259.79	1,076.70	1,336.49	995.10	341.39
District Heights	3.971	448.47	1,782.98	2,231.45	1,139.61	1,091.84
Eagle Harbor	1.785	190.64	801.46	992.10	502.75	489.35
Edmonston	4.328	448.53	1,943.27	2,391.80	1,783.69	608.11
Fairmount Heights	5 645	620.57	2,534.61	3,155.18	2,342.75	812.43
Glenarden	1.846	204.99	828.85	1,033.84	766.15	267.69
Hyattsville	27.251	797.25	12,235.72	13,032.97	9,059.82	3,973.15
Landover Hills	3.977	451.00	1,785.68	2,236.68	1,650.74	585.94
Laurel	10.630	1,180.24	4,772.88	5,953.12	4,411.75	1,541.37
Mount Rainier	13.765	1,540.89	6,180.50	7,721.39	5,720.55	2,000.84
North Brentwood	2.232	249.06	1,002.17	1,251.23	926.33	324.90
Riverdale	10 595	1,226.77	4,757.17	5,983.94	4,438.92	1,545.02
Seat Pleasant	4.665	1,955.25	2,094.59	4,049.84	3,367.81	682.03
Takoma Park	8.470	941.72	3,803.03	4,744.75	3,515.29	1,229.46
University Park	5 594	619.56	2,511.71	3,131.27	2,322.39	808.88
Upper Marlboro	2.106	210.88	945.59	1,156.47	578.69	577.78
TOTAL	165 751	$ 16,880.61	$ 71,422.30	$ 91,302.91	$ 66,163.05	$ 25,139.86
QUEEN ANNE'S COUNTY:						
Barclay	.445	$ 49.98	$ 199.80	$ 249.78	$ 49.98	$ 199.80
Centreville	5.520	613.24	2,478.48	3,091.72	2,284.24	807.48
Church Hill	.510	64.81	228.99	293.80	222.22	71.58
Queenstown	1.120	121.92	502.88	624.80	460.97	163.83
Sudlersville	.600	65.32	269.41	334.73	246.96	87.77
Templeville	.120	13.06	53.88	66.94	33.97	32.97
TOTAL	8 315	$ 928.33	$ 3,733.44	$ 4,661.77	$ 3,298.31	$ 1,363.43
ST. MARY'S COUNTY:						
Leonardtown	1.420	$ 294.39	$ 709.40	$ 1,003.79	$ 745.32	$ 258.47
TOTAL	1.420	$ 294.39	$ 709.40	$ 1,003.79	$ 745.32	$ 258.47
SOMERSET COUNTY:						
Crisfield	12.760	$ 1,418.59	$ 5,729.25	$ 7,147.84	$ 5,281.81	$ 1,866.03
Princess Anne	3.510	386.74	1,575.99	1,962.73	1,456.26	506.47
TOTAL	16 270	$ 1,805.33	$ 7,305.24	$ 9,110.57	$ 6,738.07	$ 2,372.50
TALBOT COUNTY:						
Easton	16.085	$ 1,797.19	$ 7,222.17	$ 9,019.36	$ 6,683.78	$ 2,335.58
Oxford	3 805	424.76	1,708.44	2,133.20	1,092.29	1,040.91
St. Michaels	5 544	746.82	2,489.25	3,236.07	1,719.63	1,516.44
Trappe	.830	93.94	372.69	466.63	93.94	372.69
TOTAL	26 264	$ 3,062.71	$ 11,792.55	$ 14,855.26	$ 9,589.64	$ 5,265.62
WASHINGTON COUNTY:						
Boonsboro	3.855	$ 416.75	$ 1,730.90	$ 2,147.65	$ 1,599.37	$ 548.28
Clearspring	2.515	278.31	1,129 23	1,407.54	719.13	688.41
Funkstown	3.110	339.58	1,396.39	1,735.97	1,290.31	445.66
Hagerstown	108 423	11,988.68	48,681.99	60,670.67	30,944.18	29,726.49
Hancock	2 815	309.97	1,263.94	1,573.91	1,167.95	405.96
Keedysville	2.395	271.99	1,075.36	1,359.35	993.84	365.51
Sharpsburg	5 130	574.98	2,303.37	2,878.35	2,128.63	749.72
Smithsburg	3 160	337.03	1,418.84	1,755.87	1,287.76	468.11
Williamsport	6.775	747.22	3,041.99	3,789.21	2,811.02	978.19
TOTAL	138 178	$ 15,267.51	$ 62,042.01	$ 77,309.52	$ 42,942.19	$ 34,367.33
WICOMICO COUNTY:						
Delmar	5.440	$ 607.42	$ 2,442.57	$ 3,049.99	$ 2,259.22	$ 790.77
Salisbury	44 431	1,247.92	19,949.54	21,197.46	14,753.15	6,444.01
TOTAL	49 871	$ 1,855.34	$ 22,392.11	$ 24,247.45	$ 17,013.67	$ 7,234.78
WORCESTER COUNTY:						
Berlin	7.719	$ 824.02	$ 3,479.30	$ 4,303.32	$ 3,178.31	$ 1,125.01
Ocean City	6.280	705.05	2,819.73	3,524.78	2,611.57	913.21
Pocomoke City	9 251	1,001.53	4,153.71	5,158.24	3,821.03	1,337.21
Snow Hill	7 395	821.97	3,320 35	4,142.32	3,075.15	1,067.17
TOTAL	30 675	$ 3,355.57	$ 13,773.09	$ 17,128.66	$ 12,686.06	$ 4,442.60
TOTAL	1,014 836	$ 105,250.61	$ 457,191.07	$ 562,441.68	$ 387,856.13	$ 174,585.55

EXHIBIT D, Schedule 1b

COUNTIES AND MUNICIPALITIES TAX REVENUES ALLOCATION FUND

STATEMENT SHOWING ALLOCATION OF 20% SHARE OF GASOLINE TAX AND MOTOR VEHICLE REVENUE FUNDS TO COUNTIES AND MUNICIPALITIES FOR THE FISCAL YEAR ENDED JUNE 30, 1949

	ROAD MILES			ALLOCATION BASED ON TOTAL COUNTY ROAD MILES				SHARE	
	COUNTIES (Excluding Municipalities)	MUNICIPALITIES	TOTAL	GASOLINE TAX	MOTOR VEHICLE REVENUE	MINIMUM SHARE ADJUSTMENT	TOTAL	COUNTIES	MUNICIPALITIES
ALLEGANY COUNTY	486.440	159.348	645.788	$ 205,724.44	$ 87,563.44	$ *3,328.67*	$ 289,959.21	$ 218,411.86	$ 71,547.35
ANNE ARUNDEL COUNTY	704.440	20.185	724.625	230,833.04	98,229.07	*3,735.03*	325,357.08	316,426.52	8,930.56
BALTIMORE COUNTY	1,350.220	....	1,350.220	130,158.59	183,050.64	*6,959.61*	606,249.62	606,249.62	......
CALVERT COUNTY	182.390	11.110	193.500	61,651.39	26,227.61	*997.38*	86,881.62	81,893.22	4,988.40
CAROLINE COUNTY	463.105	26.550	489.655	155,982.97	66,396.32	*2,523.89*	219,855.40	207,931.43	11,920.97
CARROLL COUNTY	713.130	44.639	757.769	241,413.01	102,731.61	*3,905.86*	340,238.76	320,195.82	20,012.91
CECIL COUNTY	440.770	23.251	464.021	147,823.23	62,914.25	*2,391.76*	208,345.72	197,906.01	10,439.71
CHARLES COUNTY	263.920	7.120	271.040	86,336.68	36,757.51	35,774.73	158,868.92	154,695.56	4,173.36
DORCHESTER COUNTY	482.490	32.572	515.062	164,101.51	69,816.50	*2,654.85*	231,263.16	216,638.31	14,624.85
FREDERICK COUNTY	1,011.590	84.459	1,096.049	349,179.32	148,596.87	*5,649.50*	492,126.69	454,204.55	37,922.14
GARRETT COUNTY	722.725	38.590	761.315	242,566.91	103,188.14	*3,924.14*	341,830.91	324,503.98	17,326.93
HARFORD COUNTY	578.010	42.082	620.092	197,564.70	84,053.22	*3,196.22*	278,421.70	259,526.86	18,894.84
HOWARD COUNTY	286.450	....	286.450	91,240.77	38,851.94	*1,476.49*	128,616.22	128,616.22	......
KENT COUNTY	231.050	9.200	240.250	76,569.71	32,511.04	14,777.85	123,888.60	119,144.48	4,744.12
MONTGOMERY COUNTY	729.491	78.986	808.477	257,567.66	109,606.25	*4,167.23*	363,006.68	327,541.92	35,464.76
PRINCE GEORGE'S COUNTY	471.918	165.751	637.669	203,169.37	86,431.23	*3,286.82*	286,313.78	211,891.48	74,122.30
QUEEN ANNE'S COUNTY	390.740	8.315	399.055	127,135.40	54,097.41	*2,056.90*	179,175.91	175,142.50	3,733.14
ST. MARY'S COUNTY	265.240	1.420	266.660	84,976.72	36,128.27	12,111.70	133,216.69	132,507.29	709.40
SOMERSET COUNTY	288.050	16.270	304.320	96,969.07	41,239.10	*1,568.59*	136,639.88	129,331.64	7,305.21
TALBOT COUNTY	269.040	26.264	295.301	94,084.31	40,029.49	*1,522.12*	132,591.68	120,799.13	11,792.55
WASHINGTON COUNTY	625.640	138.178	763.818	243,349.92	103,511.88	*3,937.04*	312,954.76	280,912.75	62,042.01
WICOMICO COUNTY	519.180	49.871	569.051	181,286.42	77,150.97	*2,933.13*	255,504.26	233,112.15	22,392.11
WORCESTER COUNTY	444.460	30.675	475.135	151,367.36	64,417.60	*2,449.05*	213,335.91	199,562.82	13,773.09
TOTAL	11,920.489	1,014.836	12,935.325	$ 4,121,082.50	$ 1,753,560.69	....	$ 5,874,643.19	$ 5,417,452.12	$ 457,191.07

ITALICS INDICATE RED FIGURES.

Exhibit D, Schedule 2

COUNTY MAINTENANCE FUNDS

STATEMENT OF REVENUES AND EXPENDITURES FOR THE FISCAL YEAR ENDED JUNE 30, 1949

	Balance, July 1, 1948	Revenues				Total Funds Available	Expenditures				Balance, June 30, 1949
		Remittances by Counties	Rental of County Equipment	Transfers from Counties and Municipalities Tax Revenues Allocation Fund	Total		Maintenance Costs (See Note)	Other (See Note)	Transfers To County Construction Funds	Total	
Anne Arundel County	$ 23,681.78					$ 23,681.78		$ 22,095.35		$ 22,095.35	$ 1,586.43
Baltimore County	18,264.43					18,264.43			$ 18,264.43	18,264.43	
Calvert County	*6,200.82*	$ 6,200.00	$ 1,198.00	$ 81,893.22	$ 89,291.22	83,090.40	$ 69,360.15		2,180.29	71,540.74	11,549.66
Caroline County	83,386.48			207,934.43	207,934.43	291,320.91	138,129.93	237.08	83,386.48	221,753.49	69,567.42
Carroll County	234.00					234.00		234.00		234.00	
Cecil County	*11,763.92*			197,906.01	197,906.01	186,142.09	167,400.38			167,400.38	18,741.71
Charles County	22,411.11		1,050.00	154,695.56	155,745.56	178,156.67	160,596.86	336.73		160,933.59	17,223.08
Kent County				119,144.48	119,144.48	119,144.48	117,818.87			117,818.87	1,325.61
Montgomery County	12,080.91					12,080.91		12,080.91		12,080.91	
Prince George's County		500.00			500.00	500.00		500.00		500.00	
Queen Anne's County	55,490.65			175,442.50	175,442.50	230,933.15	210,142.72			210,142.72	20,790.43
St. Mary's County	13,265.38	27,000.00	196.00	132,507.29	159,703.29	172,968.67	153,712.99		19.32	153,732.31	19,236.36
Somerset County	*11,823.81*			129,334.64	129,334.64	117,510.83	102,916.87			102,916.87	14,593.96
Talbot County	*95,389.68*	311,725.26		120,799.13	432,524.39	337,134.71	317,626.89			317,626.89	19,507.82
Wicomico County	1,483.68			233,112.15	233,112.15	234,595.83	209,322.70			209,322.70	25,273.13
Worcester County	59,841.59			199,562.82	199,562.82	259,404.41	174,173.84		79,502.04	253,675.88	5,728.53
Total	$ 164,961.78	$ 345,425.26	$ 2,444.00	$1,752,332.23	$2,100,201.49	$2,265,163.27	$1,821,202.50	$ 35,484.07	$ 183,352.56	$2,010,039.13	$ 225,121.11

NOTE:

Expenditures as above:	
Maintenance Costs (See Exhibit J)	$1,821,202.50
Other (See Exhibit K)	35,484.07
Expenditures per Exhibit D	$1,856,686.57

ITALICS INDICATE RED FIGURES.

EXHIBIT D, Schedule 3

COUNTY CONSTRUCTION FUNDS

STATEMENT OF REVENUES AND EXPENDITURES FOR THE FISCAL YEAR ENDED JUNE 30, 1949

		REVENUES						EXPENDITURES			
	BALANCE, JULY 1, 1948	FEDERAL AID APPORTIONMENT BY STATE	REMITTANCES BY COUNTIES	TRANSFERS FROM COUNTIES AND MUNICIPALITIES TAX REVENUES ALLOCATION FUND	TRANSFERS FROM COUNTY MAINTENANCE FUNDS	TOTAL	TOTAL FUNDS AVAILABLE	CONSTRUCTION COSTS	TRANSFERS TO GENERAL CONSTRUCTION AND OPERATING FUND	TOTAL	BALANCE, JUNE 30, 1949
ALLEGANY COUNTY	$ 39,869.59	$ 35,889.50		$ 36,331.69		$ 72,221.19	$ 112,090.78	$ 3,687.17		$ 3,687.17	$ 108,403.61
ANNE ARUNDEL COUNTY	175,640.33	36,844.00				36,844.00	212,484.33	89,524.16		89,524.16	122,960.17
BALTIMORE COUNTY	190,631.03	80,655.91			$ 18 264.43	98 920.34	289,551.37	479,182.08		479,182.08	*189,630.71*
CALVERT COUNTY	*2,180.29*				2,180.29	2,180.29					
CAROLINE COUNTY	27,608.14	34,266.83			83,386.48	117,653.31	145,261.45	120,014.71	$ 3,959.07*	123,973.78	21,287.67
CARROLL COUNTY	*82,186.00*	62,138.45				62,138.45	*20,047.55*	28,277.32		28,277.32	*48,324.87*
CECIL COUNTY	23,126.74	41,616.54	$ 23,469.07			65,085.61	88,212.35	142,339.94		142,339.94	*54,127.59*
CHARLES COUNTY	22,347.83	35,125.89				35,125.89	57,473.72	83,519.08		83,519.08	*26,045.36*
DORCHESTER COUNTY	*8,442.49*	39,230.27				39,230.27	30,787.78	80,817.23		80,817.23	*50,029.45*
FREDERICK COUNTY	*22,433.43*	79,605.95				79,605.95	57,172.52	70,216.62		70,216.62	*13,044.10*
GARRETT COUNTY	126,669.02	50,493.47		24,370.89		74,864.36	201,533.38	93,845.89		93,845.89	107,687.49
HARFORD COUNTY	41,552.83	51,257.05				51,257.05	92,809.88	10,652.74		10,652.74	82,157.14
HOWARD COUNTY	52,709.04	9,905.85				9,905.85	62,614.89	13,711.95		13,711.95	48,902.94
KENT COUNTY	50,364.37	27,391.38				27,394.38	77,758.75	57,297.33		57,297.33	20,461.42
MONTGOMERY COUNTY	135,629.23	53,166.07	82,674.35			135,840.42	271,469.65	275,740.22		275,740.22	*4,270.57*
PRINCE GEORGE'S COUNTY	14,786.61	46,579.98	67,973.53			114,553.51	129,340.12	204,541.89		204,541.89	*75,201.77*
QUEEN ANNE'S COUNTY	*7,624.37*	33,789.58				33,789.58	26,165.21	50,442.83		50,442.83	*24,277.62*
ST. MARY'S COUNTY	*19.32*				19.32	19.32					
SOMERSET COUNTY	*2,405.06*	25,103.59				25,103.59	22,698.53	61,794.04		61,794.04	*39,095.51*
TALBOT COUNTY	4,433.78	16,133.87				16,133.87	20,567.65	25,545.08		25,545.08	*4,977.43*
WASHINGTON COUNTY	2,930.09	52,307.02				52,307.02	55,237.11	4,739.02		4,739.02	50,498.09
WICOMICO COUNTY	2,114.28	38,466.69				38,466.69	40,580.97	52,009.41		52,009.11	*11,428.44*
WORCESTER COUNTY	*19,019.29*	37,225.82			79,502.04	116,727.86	97,708.57	75,415.00		75,415.00	22,293.57
TOTAL	$ 766,102.66	$ 887,196.71	$ 174,116.95	$ 60,702.58	$ 183,352.56	$1,305,368.80	$2,071,471.46	$2,023,313.71	$ 3,959.07	$2,027,272.78	$ 44,198.68

NOTES:—

Federal aid apportionment by the State Roads Commission is contingent upon the payment of matching funds by the counties.

The amount indicated for Frederick County under "Construction Costs" represents Federal aid apportioned and paid to Frederick County for reimbursement against projects carried on by that County.

*Payment to apply against cost of project No. Co 141-2-215; Tuckahoe River Bridge.

ITALICS INDICATE RED FIGURES.

Exhibit D—Schedule 4

DEBT SERVICE FUNDS

STATEMENT OF REVENUES AND EXPENDITURES FOR THE FISCAL YEAR ENDED JUNE 30, 1949

	Total	Debt Service Funds			Debt Service Reserve Funds	
		4% Bonds of 1933	Refunding and Improvement Bonds of 1941	Chesapeake Bay Ferry System Improvement Bonds of 1945	Refunding and Improvement Bonds of 1941	Chesapeake Bay Ferry System Improvement Bonds of 1945
Balance July 1, 1948	$ 800,751.73	$ 17,400.00			$ 675,894.01	$ 107,457.72
Revenues:						
Portion of the Proceeds of 50% Share of the Gasoline Tax Fund	$ 789,503.75		$ 680,747.50	$ 108,756.25		
Income from United States Treasury obligations	12,000.00				$ 12,000.00	
Transfer from General Construction and Operating Fund	1,228,292.70					$ 1,228,292.70
Total Revenues	$ 2,029,796.45		$ 680,747.50	$ 108,756.25	$ 12,000.00	$ 1,228,292.70
Total Funds Available	$ 2,830,548.18	$ 17,400.00	$ 680,747.50	$ 108,756.25	$ 687,894.01	$ 1,335,750.42
Expenditures:						
Redemption of Bonds	$ 680,000.00		$ 580,000.00	$ 100,000.00		
Payment of Interest	109,503.75		100,747.50	8,756.25		
Bonds Called for Redemption, December 1, 1948, Prior to Maturity	1,281,000.00					$ 1,281,000.00
Premium on Called Bonds	52,040.00					52,040.00
Interest on Called Bonds	2,710.42					2,710.42
Total Expenditures	$ 2,125,254.17		$ 680,747.50	$ 108,756.25		$ 1,335,750.42
Balance, June 30, 1949	$ 705,294.01	$ 17,400.00			$ 687,894.01	

EXHIBIT E

STATEMENT OF FEDERAL AID APPROPRIATION ACCOUNTS FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

	BALANCE, JULY 1, 1948	INCREASES OR DECREASES IN APPROPRIATIONS	RECEIPTS			BALANCE, JUNE 30, 1950		
			(Schedule 1) FISCAL YEAR ENDED		TOTAL	(Schedule 1) UNDER PROJECT AGREEMENTS		AVAILABLE FOR PROJECT AGREEMENTS
			JUNE 30, 1949	JUNE 30, 1950		EARNED UNCOLLECTED	UNEARNED	
1936 APPROPRIATION:								
Emergency Relief—Works Progress—Grade Highways (W.P.G.H.)	$ 67,871.41		$ 67,871.41		$ 67,871.41			
Emergency Relief—Highways (E.R.H.) Flood Relief	393,917.60		393,917.60		393,917.60			
TOTAL 1936 APPROPRIATION	$ 461,789 01		$ 461,789 01		$ 461,789.01			
1940 APPROPRIATION:								
Regular Federal Aid	$ 105,500.00		$ 105,500.00		$ 105,500.00			
TOTAL 1940 APPROPRIATION	$ 105,500.00		$ 105,500.00		$ 105,500.00			
1941 APPROPRIATION:								
Regular Federal Aid	$ 66,652.47		$ 66,652.47		$ 66,652.47			
Federal Aid Highway Act—Grade Grossing (F.A.G.)	41,719.62		41,719.62		41,719.62			
Federal Aid Highway Act—Secondary (F.A.S.)	710.02		710.02		710.02			
TOTAL 1941 APPROPRIATION	$ 109,082.11		$ 109,082.11		$ 109,082.11			
1942 APPROPRIATION:								
Regular Federal Aid	$ 33,662.51		$ 33,662.51		$ 33,662.51			
Federal Aid Highway Act—Grade Crossing (F.A.G.)	4,822.25		4,822.25		4,822.25			
Defense Access Roads and Bridges	884,438.27	$ *215,262.78*	499,990.20	$ 38,684.39	538,674.59	$ 107,199.02	$ 23,301.88	
TOTAL 1942 APPROPRIATION	$ 922,923.03	$ *215,262.78*	$ 538,474.96	$ 38,684.39	$ 577,159.35	$ 107,199.02	$ 23,301.88	
1943 APPROPRIATION:								
Regular Federal Aid	$ 119,188.38		$ 119,188.38		$ 119,188.38			
Federal Aid Highway Act—Grade Crossings (F.A.G.)	111,345.78	$ 57,457.31	36,774.71	$ 132,028.38	168,803.09			
Federal Aid Highway Act—Secondary (F.A.S.)	138,713.07	64,790.30	194,447.47	9,055.90	203,503.37			
Postwar Studies and Investigations	170,048.96	*109 289.11*	60,759.85		60,759.85			
TOTAL 1943 APPROPRIATION	$ 539,296.19	$ 12,958.50	$ 411,170.41	$ 141.084.28	$ 552,254.69			
1946-7-8-50-51 APPROPRIATIONS:								
Postwar Primary (1946—$1,830,936, 1947—$1,836,150, 1948—$1,811,478, 1950—$1,632,747, 1951—$1,635,712)	$ 4,081,005.54	$ 3,268,459.00	$ 1,405,034.28	$ 1,645,173.72	$ 3,050,208.00	$ 1,039,508.45	$ 1,382,022.81	$ 1,877,725.28
Postwar Secondary (1946—$1,170,515, 1947—$1,173,982, 1948—$1,158,179, 1950—$1,043,969, 1951—$1,045,942)	2,726,838.07	2,089,911.00	954,507.83	846,151.91	1,800,659.74	262,910.79	155,375.00	2,597,803.54
Postwar Urban (1946—$1,790,081, 1947—$1,790,081, 1948—$1,767,131, 1950—$1,590,418, 1951—$1,590,418)	5,347,293.00	3,180,836.00	600,024.50	3,151,221.97	3,751,246.47	875,483.75	910,938.25	2,990,460.53
TOTAL 1946-7-8-50-51 APPROPRIATIONS	$ 12,155,136.61	$ 8,539,206.00	$ 2,959,566.61	$ 5,642,547.60	$ 8,602,114.21	$ 2,177,902.99	$ 2,448,336.06	$ 7,465,989.35
TOTAL	$ 14,293,726.95	$ 8,336,901.72	$ 4,585,583.10	$ 5,822,316.27 *	$ 10,407,899.37	$ 2,285,102.01	$ 2,471,637.94	$ 7,465,989.35

NOTE:—The status of the $7,465,989.35 available for project agreements is as follows:

In planning, surveying and engineering stage	$ 1,757,437.28
Specific projects programmed and under consideration	3,642,237.38
Unprogrammed	2,066,314.69

* Includes $275.00 for engineering equipment purchased by the Federal Government for the State.

ITALICS INDICATE RED FIGURES.

EXHIBIT E, Schedule 1

STATEMENT OF FEDERAL AID RECEIPTS, BY PROJECT AGREEMENTS, FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Project		Appropriation	Total Agreement	Receipts To July 1, 1948	Receipts Fiscal Year Ended		Balance, June 30, 1950, Under Project Agreement	
Number	Description				June 30, 1949	June 30, 1950	Earned—Uncollected	Unearned
A 254-1	Allegany Grove to Frostburg	1943 F.A.G. 1946-7-8 F.A.P.	$ 832,913.43		$ 433,420.00	$ 233,380.00	$ 107,809.49	$ 58,303.94
A 283-2	Bridge over Potomac at McCool—Approaches	1946-7-8 F.A.P.	70,250.00			21,692.00		48,558.00
A 283-2	Bridge over Potomac at McCool	1946-7-8 F.A.P.	102,875.00			27,750.00		75,125.00
A 381-1	Vocke Road	1946-7-8-50 F.A.S.	15,000.00	$ 11,668.80	3,331.20			
A 388-1	Frostburg—Midlothian	1946-7-8 F.A.S.	21,842.59			21,842.59		
AA 242-1	Old Colony Cove Road	1946-7-8 F.A.S.	77,400.00		34,056.00	26,316.00	16,254.00	774.00
AA 341-2	Davidsonville to Mayo Road	1946-7-8 F.A.S.	77,700.00		52,836.00	9,324.00	15,540.00	
AA 303-1	Laurel—Fort Meade Road at Prince George's County line—roadway	1942 D.A.	342,000.00	290,700.00			51,300.00	
AA 324	Odenton to Jessup Road	1942 D.A	301,193.43	250,100.00	51,093.43			
AA 368-2	Dual Highway along Baltimore to Washington Freeway	1946-7-8-50-1 U	667,500.00			500,625.00	160,200.00	6,675.00
AA 368-3	Hammonds Ferry Road—Winterson Road	1946-7-8 U.	478,625.00			382,960.00	90,878.75	4,786.25
AA 368-4	Interchange at Baltimore-Washington Freeway and Airport Road	1946-7-8 U.	730,000.00			357,700.00	87,600.00	284,700.00
AA 368-5	B/W Expressway, Bridge over P.R.R. and Stoney Run	F.A.G. 1946-7-8 U.-1-U.G.1.	450,000.00			210,605.00	162,895.00	76,500.00
AA 368-6	B/W Expressway, Between P.R.R. and Hanover Road	1946-7-8 U.	467,500.00			247,775.00	46,750.00	172,975.00
B 333-1	Eastern Avenue, City Line to Back River—roadway	1942 D.A.	425,037.88	382,534.09	42,503.79			
B 333-3	Eastern Avenue, Back River to Marlyn River—roadway	1942 D.A.	329,492.43	280,711.69	48,780.74			
B 380 X	York Road and Hopkins Road—drainage	1943 F.A G.	2,609.36			2,609.36		
B 392-2	Wilkins Avenue to Washington Boulevard—surfacing	1946-7-8 U.	650,000.00		312,000.00	208,000.00	123,500.00	6,500.00
B 392-3	Bridge over Sulphur Springs Road at Arbutus	1946-7-8 U.	59,743.44		48,187.50	11,555.94		
B 392-4	Bridge over Herbert Run at Winans	1946-7-8 U.	55,680.60		41,537.00	14,143.60		
B 463-2	North Point Road, Moffett Avenue to City Line—relocation	1942 D.A.	990,855.15	912,900.00	77,955.15			
B 470-2	Butler Road—roadway	1946-7-8 F.A.S.	144,389.22		116,000.00	28,389.22		
B 470-3	Butler Road, Bridge over Western Maryland Railroad	1946-7-8 F.A.S.	220,000.00	110,260.00	63,771.20		43,768.80	2,200.00
B 500-2	Pulaski Highway—Golden Ring to Baltimore City Line—resurfacing	1946-7-8-50 F.A.P.	265,000.00	212,000.00	53,000.00			
B 577-1	Hollins Ferry Road—grading, drainage and surfacing	1946-7-8 U.	510,000.00		168,300.00	204,000.00	132,600.00	5,100.00
B 581 X	Willow Spring Road—flashing light signal at B.&O. Crossing	1943 F.A.G.	3,296.56			3,296.56		
Co 140-3	Greensboro to Burrsville Road	1946-7-8 F.A.S.	37,000.00		19,610.00		17,390.00	
Co 215-1	Andersontown—Md. 313	1946-7-8-50-1 F.A.S.	73,600.00			31,648.00	32,384.00	9,568.00
Cl 278-1	Trevanion Road	1946-7-8-50 F.A.S.	28,489.50	23,250.00	5,239.50			
Cl 279-1	Bachman Mills to Melrose Road	1946-7-8-50 F.A.S.	49,657.52	44,200.00	5,457.52			
Cl 283-1	Washington Road (Barrett South)	1946-7-8-50 F.A.S.	15,101.00		15,101.00			
Cl 288-1	Hampstead to Mexico	1946-7-8-50 F.A.S.	71,504.91	54,375.00	17,129.91			
Cl 311 X	Flashing Light on Md. 31 at Cranberry Station	1943 F.A.G.S.	4,057.79			1,057.79		
Ce 165-1	Bridge over C.&D. Canal—approaches	1946-7-8-50 F.A.P.	319,000.00	250,380.00	68,620.00			
Ce 229-1	Childs to Pleasant Hill Road	1946-7-8 F.A.S	61,000.00	11,590.00	37,210.00	12,200.00		
Ce 229-2	Childs to Pleasant Hill Road	1946-7-8-50-1 F.A.S.	11,221.02			11,221.02		

Ce 252-2	Aiken—Port Deposit Road toward Port Deposit	1942 D.A.	78,723.88	74,800.00	3,923.88			
Ce 253-1	Elkton to Fairhill Road	1942 D.A.	67,200.00	53,760.00	13,440.00			
Ce 290-2	Cecilton—Warwick	1946-7-8-50-1 F.A.S.	142,100.00			89,523.00	29,841.00	22,736.00
Ce 305-1	Bridge over Little Elk Creek—Old Field Road	1946-7-8-50-1 F.A.S.	25,157.37		15,540.00	9,617.37		
Ch 217-1	Right of Way Engineering cost—Indian Head Road	1942 D.A.	57,554.89	37,440.00		20,114.89		
Ch 249-1	Chicamuxen to Riverside	1946-7-8-50-1 F.A.S.	89,665.34	48,363.00	31,899.00	9,403.34		
D 102-1	Bridge and Approaches over Slaughter Creek	1946-7-8-50-1 F.A.S.	120,000.00			96,000.00	2,400.00	21,600.00
D 144-1	Cambridge to Vienna—roadway	1943 F.A.P.	300,000.00	269,370.00	30,630.00			
D 144-3	Cambridge to Vienna Road	1941-2-3 F.A.P.	200,000.00	171,564.00	28,436.00			
D 144-4	Big Mills to Vienna—roadway	1946-7-8-50 F.A.P.	171,750.00	140,536.46	31,213.54			
D 164-1	Bucktown Road	1916-7-8-50-1 F.A.S.	66,636.57	45,540.00	9,660.00	11,436.57		
D 195-2	Indiantown Road	1946-7-8-50 F.A.S.	23,313.31	18,360.00	4,953.31			
F 417-1	Myersville to Frederick Road—roadway	1946-7-8-50 F.A.P.	256,000.00	190,608.00	65,392.00			
F 459	Woodville to Unionville Road	1946-7-8-50 F.A.S.	38,387.37	22,852.00	15,535.37			
F 461	Old Middletown Road—Jefferson toward Middletown	1946-7-8-50-1 F.A.S.	31,529.75		25,632.00	8,897.75		
F 462	Flash lights and gates at Daubs	1943 F.A.G.	10,000.00			10,000.00		
F 483	Ridge Road—roadway	1946-7-8-50-1 F.A.S.	13,670.29			13,670.29		
F 484	Mountaindale to Bethel Road	1946-7-8-50-1 F.A.S.	18,248.72		7,200.00	11,048.72		
F 485	Gas House Pike (2nd Section)	1946-7-8-50-1 F.A.S.	40,015.27			40,015.27		
F 487	Old Annapolis Road	1946-7-8-50-1 F.A.S.	17,803.46			17,803.46		
G 121-3	Swanton to Bittinger Road	1946-7-8-50 F.A.S.	48,462.33	39,600.00	8,862.33			
G 195-1	Kelso Gap to Gorman	1946-7-8-50-1 F.A.S.	147,000.00		32,340.00	85,260.00	23,520.00	5,880.00
H 257-1	Castleton Road	1946-7-8-50-1 F.A.S.	117,750.00			27,082.50	18,840.00	71,827.50
Ho 164-2	Edmondson Avenue extended to Columbia Pike—roadway	1942 F.A.S. 1946-7-8-50-1 F.A.S	304,062.02		230,040.00	38,653.53	35,368.49	
Ho 164-3	Bridge over National Pike on Edmondson Ave. extended	1946-7-8-50-1 F.A.S.	48,000.00		35,040.00	12,960.00		
Ho 164-4	Edmondson Avenue extended—overhead bridge	1946-7-8-50-1 F.A.S.	60,800.00		43,776.00	17,024.00		
Ho 223-1	Old Whiskey Bottom Road	1946-7-8-50-1 F.A.S.	32,250.00			23,542.00	6,773.00	1,935.00
Ho 234-1	Pine Orchard—West Friendship	1946-7-8-50-1F.A.P.	925,000.00			342,250.00	129,500.00	453,250.00
K 131-2	Galena to Sassafras Road	1946-7-8-50 F.A.S.	50,371.27	40,560.00	9,811.27			
K 168-1	Flatland Road, Chestertown towards Hanesville	1946-7-8-50-1 F.A.S.	34,150.00			11,611.00	20,831.50	1,707.50
M 354-2	Georgia Avenue to Colesville Road—roadway surfacing	1941-2-3 F.A.S. 1946-7-8-50-1F.A.P.	217,500.00		163,125.00	54,375.00		
M 354-4	Silver Spring Underpass at Georgia Avenue	1936 W.P.G.H. 1941-2-3 F.A.G.	419,411.99	268,224.00	151,187.99			
M 398	River Road, New Cut Road to Watts Branch	1946-7-8-50-1 F.A.S.	150,719.41		112,850.00	37,869.41		
M 429 X	St. John's Road—flashing lights and gates at B.&O.R.R.	1943 F.A.G.	8,428.86			8,428.86		
P 477	Half Pond Road	1942 D.A.	18,569.50			18,569.50		
P 519-1	Marlboro By-Pass	1946-7-8-50-1F.A.P.	676,000.00			338,000.00	317,720.00	20,280.00
P 519-2	Bridges on Marlboro By-Pass	1946-7-8-50-1F.A.P.	49,350.00			39,480.00	6,909.00	2,961.00
P 558	Gunpowder Road	1946-7-8-50 F.A.S.	19,500.00	15,600.00	3,900.00			
P 560	Woodyard Road	1946-7-8-50-1 F.A.S.	21,375.00	2,778.75	11,970.00	6,626.25		
P 561	Rosaryville Road	1946-7-8-50 F.A.S.	23,500.00	18,314.84	5,185.16			
P 571	Dr. Fox's Road	1946-7-8-50 F.A.S.	10,900.00		10,900.00			
P 572	Hopkins Farm Road	1946-7-8-50 F.A.S.	6,394.21	4,488.00	1,906.21			
P 577	Swann Road	1946-7-8-50-1 F.A.S.	28,000.00		12,600.00	15,400.00		
P 644 X	Signals at Queensbury and Pennsylvania Railroad Bridge	1943 F.A.G.	9,289.82			9,289.82		
Q 108-1	Centreville to Wye Mills Road	1946-7-8-50-1 F.A.S.	32,368.82		16,400.00	15,968.82		
Q 113-2	Centreville to Ruthsburg Road	1946-7-8-50-1 F.A.S.	25,557.63		22,617.00	2,910.63		

Exhibit E, Schedule 1—Continued

Exhibit E, Schedule 1—Concluded

STATEMENT OF FEDERAL AID RECEIPTS, BY PROJECT AGREEMENTS, FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Project		Appropriation	Total Agreement	Receipts To July 1, 1948	Receipts Fiscal Year Ended		Balance, June 30, 1950, Under Project Agreement	
Number	Description				June 30, 1949	June 30, 1950	Earned—Uncollected	Unearned
SM 253	Three Notch Road—Turner toward Hillsville	1942 D.A.	355,728.29	331,760.00	23,968.29			
SM 254	Three Notch Road—Hillsville toward Clark's Landing	1942 D.A.	344,504.30	299,897.00	44,607.30			
SM 255	Three Notch Road—Clark's Landing Road to Jarboesville	1942 D.A.	327,225.42	321,300.00			5,925.42	
SM 263-1-2	Town of Jarboesville—drainage and traffic service	1942 D.A.	153,027.57	60,840.00	92,187.57			
SM 281-1	Leonardtown to Hollywood Road	1946-7-8-50 F.A.S.	72,839.87	44,160.00	28,679.87			
S 83-3	Pocomoke toward Westover Road—surface roadway	1946-7-8-50-1F.A.P.	259,000.00	18,130.00	150,220.00		90,650.00	
S 83-4	Greenhill toward Pocomoke Road—surface roadway	1946-7-8-50-1F.A.P.	167,500.00		108,875.00		56,950.00	1,675.00
S 152-1	East Princess Anne Road	1946-7-8-50 F.A.S.	13,000.00	10,193.71	2,806.29			
S 158-1	Kings Creek to Dublin	1946-7-8-50 F.A.S.	13,500.00		13,500.00			
S 159-1	Through Upper Fairmount	1946-7-8-50-1 F.A.S.	13,301.02		9,415.00	3,886.02		
T 67-1	Easton—Cordova Road to Wye Mills—surfacing	1946-7-8-50 F.A.P.	196,306.79	148,224.00	48,082.79			
T 67-3	Easton to Wye Mills Road—grading, drainage and surfacing	1946-7-8-50-1F.A.P.	495,000.00		395,600.00	99,400.00		
T 67-4	Structure over north and south branch of Skipton Creek	1946-7-8-50-1F.A.P.	50,530.72		34,146.00	16,384.72		
T 73-1	Wye Mills to Easton to Trappe Road—surfacing	1946-7 8-50 F.A.P.	273,211.51	233,520.00	39,691.51			
W 183-3	Hollow Road	1946-7-8-50 F.A.S.	31,051.21	26,860.00	4,191.21			
W 204-2	Bridge over Potomac River at Sandy Hook-superstructure	E.R.H-1936 Flood Relief	380,000.00		380,000.00			
W 204-3	Bridge over Potomac River at Sandy Hook—approaches	E.R.H.-1936 Flood Relief	50,000.00	36,082.40	13,917.60			
W 353-1	National Pike—East of Hagerstown to Myersville—roadway	1946-7-8-50 F.A.P.	260,000.00	204,160.00	55,840.00			
W 380 X	Signal at Paramount, Western Maryland Railroad	1943 F.A.G.	3,804.64			3,804.64		
W 395 X	Signal at W.M.R.R. on Md. 64, at Covetown	1943 F.A.G.S.	3,953.58			3,953.58		
Wi 229-1	Salisbury to Whayland Road	1946-7-8-50-1 F.A.S.	19,961.12	15,990.00		3,971.12		
Wi 232-1	Capitola to Cox's Corner	1946-7-8-50 F.A.S.	32,000.00	12,480.00	19,520.00			
Wi 232-2	Capitola to Cox's Corner (2nd Section)	1946-7-8-50 F.A.S.	22,970.96		22,970.96			
Wi 249 X	Flashing Signals at Fruitland	1943 F.A.G.	16,343.20			16,343.20		
Wo 223-2	Pocomoke to Virginia line—surface roadway	1943 F.A.P.	180,000.00	154,284.00	25,716.00			
Wo 223-3	Pocomoke to Cape Charles Road—surface roadway	1942 D.A.	141,316.88	119,059.50	22,257.38			
Wo 253-1	Berlin—Herring Creek	1946-7-8-50-1F.A.P.	520,000.00			161,200.00	228,800.00	130,000.00
Wo 279-1	Bishopville to Isle of Wight Road	1946-7-8-50 F.A.S.	25,760.17	22,800.00	2,960.17			
Wo 283-1	Welbourne Road	1946-7-8-50 F.A.S.	18,118.84	16,432.00	1,686.84			
Wo 285-1	Extension Rt. 589—Rt. 213 at Gray's Corner	1946-7-8-50-1 F.A.S.	54,506.47			51,506.17		
A 407-1 W 392-1	East and West slopes of Sideling Hill Mountain	1946-7-8-50-1F.A.P.	916,476.83			256 256.00	101,169.96	559,050.87
AA 303-2 P 452-2	Fort Meade to Laurel Road	1942 D.A.	249,868.00	199,894.40			49,973.60	
B 577-2 AA 368-1	Dual Bridges over Patapsco River	1946-7-8-50-1 U.	323,000.00			219,640.00	71,060.00	32,300.00

Co 190-1 D 198-1	Hunting Creek Bridge	1946-7-8-50-1 F.A.S.	19,958.46	....	5,575.00	14,383.16	......	......
AW 581	Baltimore to Washington Freeway from Franklin Street to Baltimore-Washington Boulevard	1942 D.A.	83,221.00	59,919.12	....	......	......	23,301.88
AW 591	Baltimore to Washington Boulevard—planning	1940 F.A.P.	41,662.09	34,500.00	7,162.09	......	......	......
BC 172	North Point Road and Erdman Avenue	1942 D.A.	391,170.38	321,030.00	70,140.38	......	......	......
BC 182	Bridge over B.&O.R.R. on Baltimore to Washington Freeway	1946-7-8-50-1 U.	161,000.00	....	19,680.00	111,520.00	......	32,800.00
BC 183	Bridge under Annapolis Road on Baltimore to Washington Freeway	1946-7-8-50-1 U.	258,000.00	....	10,320.00	178,020.00	......	69,660.00
BC 184	Grade separation Annapolis Road and Waterview Ave.	1946-7-8-50-1 U.	714,000.00	....	....	521,220.00	......	192,780.00
HPS 1 (7)	State Wide—Highway Planning	1946-7-8 F.A.S.-F.A.P.-U.	71,872.00	....	....	71,872.00	......	......
HPS 1 (8)	State Wide—Highway Planning	1946-7-8 F.A.S.-F.A.P.-U.	72,002.00	....	....	72,002.00	......	......
HPS 1 (9)	State Wide—Highway Planning	1946-7-8 F.A.S.-F.A.P.-U.	61,128.00	....	......	......	......	61,128.00
HPS 1 (12)	State Wide—Highway Planning	1946-7-8 F.A.P.	9,000.00	....	......	......	......	9,000.00
HPS 1 (13)	State Wide—Highway Planning	1946-7-8 F.A.P.	6,000.00	....	......	......	......	6,000.00
PW1-1	Postwar investigations and studies	1943 P.W.1.	14,998.50	....	14,998.50		......	......
PW1-2	Postwar investigations and studies	1943 P.W.1.	67,687.25	38,250.00	29,437.25	......		
PWS-1	Postwar investigations and studies	1943 P.W.S.	41,824.10	25,500.00	16,324.10			
	TOTAL	....	$ 22,217,334.08	$ 7,052,694.76	$ 4,585,583.10	$ 5,822,316.27*	$ 2,285,102.01	$ 2,471,637.94

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* Includes $275.00 for engineering equipment purchased by the Federal Government for the State.

EXHIBIT F

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures				Total
			Work in Progress July 1, 1948	Fiscal Year 1949	Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	
6/29/50	Cl 303-1	U.S. 140—S.E. of Reese twd. Westminster — 3.38 mi. — Grading, drainage and concrete surfacing along divided highway	....	$ 1,261.52	$ 94,770.87	$ 1,046,397.94	$ 1,142,430.33
6/29/50	Wi 260-1	Md. 349—Rockawalkin toward Tyaskin—12.557 mi.—Constructing 8′ shoulders	......	...	....	171,875.00	171,875.00
6/29/50	ES 142	Harrison Ferry Rd.—Hurlock to Finchville—5 mi.—Preparation of plans by Baker-Wibberly Co. in connection with widening and resurfacing	....	....	....	6,480.00	6,480.00
6/27/50	AA 368-7	B W Express—N. of Dorsey to the N. side of Hanover Road—1.375 mi.—Grading, drainage and concrete surfacing of dual highway and approaches at Hanover Road	......	1,194.56	88,702.59	1,062,351.04	1,152,248.19
6/21/50	A 405	U.S. 220—Cresaptown toward McCool—6.684 mi.—Grading, drainage and concrete shoulder widening	.	3,859.56	2,484.33	706,600.65	712,944.54
6/21/50	A 422	Md. 55—Clarysville to Vale Summit—2.102 mi.—Grading, drainage and macadam surfacing and construction of several relocations	...	77.72	3,935.79	567,762.33	571,775.84
6/21/50	H 331-1	Md. 165—N. of Bush's Corner twd. Pylesville—0.133 mi.—Grading and macadam surfacing of a vertical curve modification	....	.	534.33	13,176.08	13,710.41
6/21/50	Ho 246X1	Md. 103—U.S. 1 westerly to Howard County—4.958 mi.—Construct gravel shoulders			369.88	13,380.12	13,750.00
6/21/50	K 179X1	Md. 20—U.S. 213 to High St.—Resurface			25.40	3,274.60	3,300.00
6/21/50	M 455-1	U.S. 240—Montgomery Ave. twd. Gaithersburg—1.387 mi.—Grading, drainage and concrete surfacing of a two-lane highway	......	239.71	138,915.03	340,347.62	479,502.39
6/21/50	Q 241	Md. 300—Duhamel's Corner to Delaware Line—4.6 mi.—Right of way costs	......	...	....	12,500.00	12,500.00
6/21/50	SM 209-1	Md. 5—Intersection of Main St. and Point Lookout Road—Adjustments to property of Mrs. Ida F. Johnson	....	..	8,219.51	310.22	8,559.73
6/21/50	S 181-1	U.S. 13—Bridge over Manokin River—Reconstruction and widening the existing bridge	......	...	351.65	36,184.30	36,538.95
6/14/50	Q 240X	U.S. 50—Matapeake Ferry and 0.80 mi. eastward—0.8 mi.—Stabilize the shoulders	.	..	817.24	3,582.76	4,400.00
6/14/50	SM 288-1	Md. 249—Southward from Callaway—3.578 mi.—Grading, drainage and macadam surfacing	..	309.52	15,750.12	287,578.61	303,638.25
6/11/50	T 130-1	Md. 309—U.S. 50 to Cordova—3.8 mi.—Widen and resurface with macadam	...	674.00	465.21	199,291.42	200,430.63
6/8/50	T 127-3	Md. 333—Bridge over Trippe Creek—Repair and widen from 16′ to 28′	....	....	321.53	137,985.97	138,310.50
6/7/50	AA368-14	B W Express—Bridge to carry proposed highway—Dual steel beam bridge—0.4 mi. S. E. of Nursery Road	....	......	509.82	271,076.48	271,586.30
6/7/50	AA 424	To conduct traffic survey in Annapolis Metropolitan Area	......	....	160.10	11,839.90	12,000.00
5/24/50	P 391-1	Md. 5—District of Columbia line to Wood's Corner—3.153 mi.—Grading, drainage and concrete surfacing of a divided highway	$23,459.90	16,421.21	431,812.19	1,054,580.48	1,526,303.78

EXHIBIT F—Continued

Exhibit F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

ATE UTHORIZED	Project Number	Description	Expenditures				Total
			Work in Progress July 1, 1948	Fiscal Year 1949	Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	
5/18/50	Co 215-3	Md. 313—3.6 mi. S. of Andersontown to 3.8 mi. N.W. of Federalsburg 2.85 mi.—Grading, drainage and surfacing			17,921.09	167,138.84	185,059.93
5/18/50	SM 287-1	Md. 237—2.4 mi. N.E. Leonardtown to Clements—3.449 mi.—Grading, drainage and surfacing		963.77	27,796.46	368,230.19	396,990.42
5/18/50	T 127-2	Md 333—Widen bridge over Peachblossom Creek from 16′ to 28′—Bridge is about 500′ long			585.96	164,587.28	165,173.24
5/11/50	F 125-8	4 Span steel I beam bridge to carry road over Washington National Pike			1,325.07	107,045.18	108,370.25
5/10/50	AA 418-1	U.S. 301—North end of Glen Burnie—extend existing 10′ span concrete bridge from 24′ width to 16.5′			2,039.49	9,845.01	11,884.50
5/3/50	B 602 (B 603)	Kenwood Ave.—Trump Mill Road to Old Phila. Road and Joppa Road from York Road to Providence Road—Bituminous concrete surfacing			3,018.67	102,951.82	105,970.49
5/3/50	H 328	U.S. 1—6 mi. N.E. of Belair toward Conowingo — 2.974 mi. — Plain concrete shoulders			2,339.42	90,214.88	92,554.30
5/3/50	K 183X	Md. 289—South to Quaker Neck Wharf Road—2.3 mi.—Widen from 9′ to 22′			50.87	12,819.13	12,870.00
5/3/50	T 138	Md. 328—Eastern limits of Easton—N.E. towards Matthews—4.366 mi.—Widen and resurfacing with Spec. "B", Bituminous Concrete			414.20	147,622.86	148,037.06
4/26/50	AA 392-3	Friendship Airport Roads, from Oak Road to new B-W Express—1.015 mi.—Grading, drainage and concrete surfacing of dual highway	17,978.22	3,888.56	12,396.55	507,368.45	541,631.78
4/26/50	AA 419X	Traffic signal on Governor Ritchie Highway at Fifth Ave. in Glen Burnie			2,620.33	514.67	3,135.00
4/26/50	D 225	Md. 335-336—Lakeville to Great Marsh Creek—6.8 mi.—Resurfacing with penetration macadam base and surface course			9,158.50	196,274.20	205,732.70
4/26/50	M 471X	Installation of Traffic signal at intersection of Md. 194 and Md. 320			3,746.63	....	3,746.63
4/26/50	P 452-7	Irving St.—Lafayette Ave. to Md. 602 in Laurel—0.274 mi.—Grading, drainage and gravel surfacing		209.11	8,949.72	5,346.77	14,505.60
4/26/50	Q 168-10	To carry N. bound lane of U.S. 50 over Stevensville-Queenstown rd.—Construction of double 108′ steel bridge			3,807.97	299,414.83	303,222.80
4/19/50	M 461-1	U.S. 240—Clarksburg twds. Hyattstown — 0.358 mi. — Grading, drainage and surfacing of a curve modification		137.26	11,687.41	31,533.68	43,358.35
4/19/50	Wi 199-3	U.S. 50—2.8 mi. N.W. of Salisbury—W. toward Mardela—6.315 mi.—Grading, drainage and resurfacing			72,999.30	710,664.27	783,663.57
4/12/50	A 283-7	U.S. 220—Bridge over Potomac River from McCool to Keyser—To reimburse State of W. Virginia for S.R.C. share			127,649.74	287,250.26	414,900.00

Exhibit F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures				Total
			Work in Progress July 1, 1948	Fiscal Year 1949	Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	
4/12/50	A 283-3	U.S. 220—Keyser-McCool Bridge toward McCool-Cumberland Rd.—1.415 mi.—Grading, drainage and surfacing of a relocation			104,356.84	612,227.67	716,584.51
4/12/50	B 606X	Installation of traffic signal at Charles Street Avenue and Boyce Avenue			3,388.95		3,388.95
4/5/50	AA 341-3	Md. 214—Mayo Rd. twd. Davidsonville Road—1.721 mi.—Bituminous surfacing of existing road		37.96	1,476.91	67,111.26	68,629.13
4/5/50	H 332 (B 609)	U.S. 40—Martin overhead crossing to Aberdeen—21.008 mi.—Seeding of park area between east and west drives			17,093.12	5,133.51	22,226.63
4/5/50	M 470X	Installation of traffic signal at intersection of Md. 320 and Md. 513			3,500.39	71.61	3,575.00
4/5/50	ES 110	Md. 311—Goldsboro toward Marydel—6 mi.—Engineering services of Sandlass, Wieman and Associates, Consultants			8,190.86	9,629.11	17,820.00
4/5/50	AW 602-1	Continuation of Washington Metropolitan Area Transportation Study				12,000.00	12,000.00
3/29/50	Cl 317-1	Md. 30—1 mi. N. of Hampstead toward Manchester—3.707 mi.—Widening and resurfacing with Bituminous Concrete			1,567.09	206,468.37	208,035.46
3/29/50	F 425-9	Steel bridge to carry Washington National Pike over the Araby Church Road			17,478.73	146,691.82	164,170.55
3/29/50	ES 137	Md. 60—Hagerstown toward Penna. State Line—4 mi.—Survey and plans by Baker-Wibberly Co.			8,424.87	3,455.13	11,880.00
3/29/50	AW 607	Share of the cost of a testing project to determine the effect of axle loadings			7,490.00		7,490.00
3/22/50	AA 415X1	Md. 178—Iglehart toward Epping Forest Road—1.5 mi.—Resurface with Spec. "B"			9,533.83	1 246.17	10,780.00
3/22/50	B 583X1	Md. 301—Baltimore City Line twd. Belle Grove Road—2.25 mi.—Widen to 24′ and resurfacing with Spec. "B"			25,671.27	99,328.73	125,000.00
3/22/50	Cl 322X1	Md. 27—Mt. Airy toward Howard County Line—1.26 mi.—Widen to 24′ and resurfacing with Spec. "B"			2,165.84	90,334.16	92,500.00
3/22/50	Ho 218-3	Columbia Pike—Adjust fuel line of Sinclair Refining Co.			225.58	8,139.53	8,365.11
3/22/50	Ho 218-4	To adjust the A.T.&T. Company s underground cable which crosses the proposed Columbia Pike				3,232.00	3,232.00
3/22/50	Ho 245X2	Md. 99—Slacks Corner toward St. Johns Lane—6.3 mi.—Resurface with Spec. "B"			2,608.64	115,841.36	118,450.00
3/22/50	K 179X	U.S. 213—Chester River Bridge to Goose Hill—4 mi.—Widen to 24′ and resurfacing with Spec. "B"			4,409.64	127,590.36	132,000.00
3/22/50	K 180X	Md. 298—Fairlee to Butlertown—6.5 mi.—Widen to 20′ and resurfacing with Spec. "B"			574.70	274,425.30	275,000.00
3/22/50	M 467-1	U.S. 240—Rockville to Gaithersburg—3.82 mi.—Widen to 24′ and resurfacing with Spec. "B"			2,281.19	206,422.36	208,703.55
3/22/50	P 675X	Md. 564—Bowie toward Lanham—4.35 mi.—Widen to 22′ and resurfacing with bituminous material			73,607.82	40,472.18	114,080.00

EXHIBIT F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures: Work in Progress July 1, 1948	Expenditures: Fiscal Year 1949	Expenditures: Fiscal Year 1950	Expenditures: Authorized to Complete Projects in Progress June 30, 1950	Total
3/22/50	P 676X	Md. 5—Surrattsville to T.B.—4.1 mi.—Resurface existing pavement and modify existing curves			922.29	99,077.71	100,000.00
3/22/50	P 677X	U.S. 50—Edmonston Road to Landover Road—0.5 mi.—Widen and resurface with Spec. "B"				100,000.00	100,000.00
3/22/50	Q 223X2	Md. 19—Church Hill to Ingleside—7.25 mi.—Resurface with bituminous concrete			8,156.67	111,963.33	120,120.00
3/16/50	Co 222	Market Street, Sixth Street, and Fifth Ave. in Denton—2.041 mi.—Bituminous concrete resurfacing			4,321.67	38,733.18	43,054.85
3/16/50	Ch 264-3	Reimburse Southern Maryland Electric Cooperative for moving pole line			8,189.47	810.53	9,000.00
3/16/50	Ho 246	Md. 103—Int. of Md. 103 and 175 toward U.S. 1—4.958 mi.—Widen and resurfacing with Spec. "B"			87,744.21	176,837.13	264,581.34
3/16/50	ES 136	Kent Island Narrows Bridge between Stevensville and Queenstown—Preparation of plans by Consulting Engineers Hardesty & Hanover			21,439.41	18,517.78	39,957.19
3/16/50	ES 138	Md. 64—Hagerstown twd. Chewsville—3 mi.—Preparation of plans and survey by C. R. Nuzum, consulting engineer			4,345.09	5,374.91	9,720.00
3/16/50	ES 139	U.S. 15—Int. of U.S. 240 South of Frederick—3 mi.—Preparation of plans by C. R. Nuzum, consulting engineer			1,014.74	3,845.26	4,860.00
3/1/50	AA 416	U.S. 301—Severn Run Hill to 5th Ave., Glen Burnie—5.476 mi.—Resurfacing with Spec. "B"			991.30	195,250.34	196,241.64
3/1/50	B 601	U. S. 1—Neckar Ave. to Harford Co. Line—7.804 mi.—Resurfacing with Spec. "B"			236,283.37	96,066.63	332,350.00
3/1/50	Cl 317	Md. 30—Baltimore Co. line to 1 mi. N. Hampstead—3.49 mi.—Widening and resurfacing with Spec. "B"			5,844.60	177,507.61	183,352.21
3/1/50	Ce 328	U.S. 40—Toll Booth to Jackson Station Road—5.095 mi.—Resurfacing with Spec. "B"			556.55	245,934.45	246,491.00
3/1/50	Ch 124-13	Potomac River Bridge—Preliminary engineering plans by J. E. Greiner Co.			780.92	4,034.08	4,815.00
3/1/50	H 232-15	Susquehanna River Bridge—Preliminary engineering plans by J. E. Greiner Co.			3,032.30	69,039.70	72,072.00
3/1/50	H 329	Md. 7—U.S. 40 westerly to Baltimore Branch—5.99 mi.—Resurfacing with Spec. "B"			75,234.86	146,991.28	222,226.14
3/1/50	P 666	Md. 337—Md. 5 toward Andrews Field—0.755 mi.—Widening and resurfacing with Spec. "B"			32,266.25	3,303.31	35,569.56
3/1/50	S 180 (S 181)	U.S. 413—Md. 357 S. W. Thru Marion, U.S. 13—Washington St. & Prince William St., Princess Anne—1.171 mi.—Widening and resurfacing with Spec. "B"			52,936.48		52,936.48
3/1/50	Wi 259 (Wi 260)	Md. 349—Rockawalkin toward Tyaskin—13.58 mi.—Widening and resurfacing with Spec. "B"			2,640.13	314,565.52	317,205.65
2/2/50	A 359-2	George's Creek—Construction of 76′ steel pedestrian bridge at Moscow Mills			7,266.54	447.62	7,714.16

EXHIBIT F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures				Total
			Work in Progress July 1, 1948	Fiscal Year 1949	Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	
2/2/50	AA 389-5	Patuxent River—Construction of triple 75′ steel bridge on Annapolis-Washington Expressway	......	......	33,842.82	408,709.27	442,552.09
2/2/50	AA 389-7	Engineering services of McWade & Werner for design of bridge over Patuxent River	......	......	6,600.00	......	6,600.00
1/25/50	M 469X	Inst. of traffic signal at intersection of U.S. 29 and SligoCreekPkway	......	......	3,036.22	......	3,036.22
1/25/50	ES 135	B/W Express—Md. Rt. 168 to U.S. Rt. 301—1.5 mi.—Survey and plans by Wilson T. Ballard Company, engineering consultants		......	12,321.12	......	12,321.12
1/18/50	G 248-6	To reimburse Monongahela Power Company for moving their power poles	......	......	3,958.87	......	3,958.87
1/11/50	C 205X	Md. 261—Present widened road to Naval Research Lab.—0.3 mi.—Widen from 16′ to 20′ and resurface	......	......	7.70	2,935.02	2,942.72
12/28/49	AA 384-2	Md. 176—Harman's Grade Elimination westerly—0.91 mi.—Grading, drainage and Bituminous surfacing	398.28	10,153.57	288,371.51	32,931.48	331,854.84
12/28/49	AA 384-6	Md. 176—Glen Burnie to Dorsey—Alterations and widening of two bridges	......	......	15,711.49	31,982.40	47,693.89
12/28/49	B 578-9	U.S. 111—North of Timonium Rd. toward Shawan Rd.—4.069 mi.—Grading incidental to preparation for construction of pavement	......	......	19,571.10	689,726.18	709,297.58
12/28/49	Cl 314	Md. 27—Westminster toward Taylorsville—5.001 mi.—Grading, drainage and widening—reinforced concrete	......	......	105,800.44	457,976.76	563,777.20
12/28/49	Ce 322-2 (K174-2)	U.S. 213—Repair to existing bridge over Sassafras River at Georgetown	......	......	25,230.26	76,544.74	101,775.00
12/28/49	F 425-2	U.S. 240—Northwest of Urbana toward Frederick—4.659 mi.—Grading, drainage and surfacing—Crusher run sub-base, macadam and bituminous concrete base	......	......	267,936.02	1,463,140.17	1,731,076.19
12/28/49	F 425-6	U.S. 240—Urbana and Rt. 15—Construction of a bridge over B. & O. R. R. in Frederick County	......	......	49,027.78	121,243.64	173,271.42
12/28/49	F 498	Md. 31—East of Libertytown twd. New Windsor—3.308 mi.—Widening, grading and drainage—reinforced concrete	......	......	101,883.32	438,110.50	539,993.82
12/28/49	H 322	Md. 24—South of Belair twd. Van Bibber — 2.652 mi. — Widening and resurfacing—macadam surface and base course and Bit. concrete surface	......	98.60	40,305.22	345,607.49	386,011.31
12/28/49	Ho 218-1	U.S. 29—Southwest of Ellicott City toward Atholton—4.905 mi.—Grading, drainage and surfacing—reinforced concrete surfacing	......	6,082.21	143,434.31	893,181.35	1,042,697.87
12/28/49	P 391-2 (Ch 257-1)	Md. 5 and U.S. 301—T. B. to near the Charles County line—3.388 mi—Grading, drainage and surfacing — bituminous concrete gravel	......	......	17,675.42	1,676,359.78	1,694,035.20

EXHIBIT F—Continued

Exhibit F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures: Work in Progress July 1, 1948	Expenditures: Fiscal Year 1949	Expenditures: Fiscal Year 1950	Expenditures: Authorized to Complete Projects in Progress June 30, 1950	Total
12/28/49	P 658	Md. 414—Gordon's Corner to Washington-Indian Head Road—3.918 mi.—Grading, drainage, widening and resurfacing — bituminous concrete gravel...	...		372,931.32	187,648.70	560,580.02
12/28/49	Q 168-1	U.S. 50—East of Cox's Creek to Kent Narrow's Bridge—2.49 mi.—Grading, drainage and surfacing—reinforced concrete.......	3,702.92	3,498.36	117,630.21	1,062,651.07	1,187,482.56
12/28/49	Q 168-2	U.S. 50—Grasonville to Greenspring Road—3.619 mi. and Queenstown toward Wye Mill—2.08 mi.—Grading, drainage and surfacing—reinforced concrete			53,487.14	1,805,395.38	1,858,882.82
12/28/49	Q 168-4	Construction of steel beam bridge, fixed spans of the new Kent Island Narrow's Bridge			113,672.24	770,665.99	884,338.23
12/28/49	Q 168-7	U.S. 50—East Approach of Kent Narrow's Bridge to Grasonville—2.706 mi.—Grading, drainage & surfacing—reinforced concrete			96,645.45	1,554,471.99	1,651,117.44
12/28/49	Q 228-2	Md. 313—Barclay to Sudlersville—3.155 mi.—Widening, drainage & resurfacing—bituminous concrete			11,943.06	163,986.24	175,929.30
12/28/49	Wi 133-6	U.S. 13—East State Street in Delmar toward Salisbury—2.132 mi.—Grading, drainage, widening & resurfacing—bituminous concrete	..	176.15	160,489.05	132,481.74	293,146.94
12/21/49	AA 263-7	Construction of the steel superstructure of bridge on the Annapolis Bypass over the Severn River near Winchester..........		.....	2,564.29	2 211,811.31	2,214,375.60
12/21/49	C 184-3 (Ch 253-3)	Town Point and Hallowing Point—Construction of bridge over Patuxent River	5,307.21	6,095.96	66,609.89	1,951,142.24	2,029,155.30
12/21/49	Cl 303-4	U.S. 40—Finksburg toward Westminister—3.5 mi.—Surfacing—Reinforced concrete		158.80	385,559.87	848,160.24	1,233,878.91
12/21/49	F 425-4	U.S. 15—Construction of bridge to carry Washington National Pike over U. S. 15			57,031.37	335,230.18	392,261.55
12/21/49	F 425-5	Construction of bridge over the Monocacy River on the Washington National Pike. ..			122,108.13	761,602.03	883,710.16
12/21/49	F 476-2	Md. 26—Mt. Pleasant to Libertytown—4.013 mi. Reconstruction—macadam base, bituminous concrete surface...		9.68	49,973.69	209,850.87	259,834.24
12/14/49	A 184-5	U.S. 40—To reimburse Cumberland and Pa. R.R. in relocating & adjusting 118′ of track bed ..	....	..	4,951.59	....	4,954.59
12/14/49	D 211-2	U.S. 50—Mt. Holly to East of Cambridge — 2.338 mi. — Grading, drainage, widening and resurfacing—macadam base, bituminous concrete surface	.....	....	137,761.40	265,618.40	403,379.80
12/14/49	K 173-1	U.S. 213—Locust Grove to Galena—4.0355 mi.—Grading, drainage, widening and resurfacing—macadam base, bituminous concrete surface		711.36	48,083.80	468,826.10	517,621.26
12/14/49	Q 236X1	Md. 300—Church Hill to Duhamel Corner—8.79 mi.—Widening, resurfacing and relocation of 5 horizontal curves—Spec. "B". ..	.....	....	245,525.19	73,474.81	319,000.00
12/14/49	W 391X3	U.S. 40—To replace a stone wall on property of A. F. Thumma......	.....	....	1,582.45	1,616.85	3,199.30

Exhibit F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

			EXPENDITURES				
DATE AUTHORIZED	PROJECT NUMBER	DESCRIPTION	WORK IN PROGRESS JULY 1, 1948	FISCAL YEAR 1949	FISCAL YEAR 1950	AUTHORIZED TO COMPLETE PROJECTS IN PROGRESS JUNE 30, 1950	TOTAL
12/7/49	K 177X1	Md. 561—U.S. Rt. 213 to Md. Rt. 290—Right of Way Costs for widening				5,124.00	5,124.00
12/7/49	P 646-1	Md. 205—Construction of two box culverts over Brier Ditch		1,785.17	83,901.72	74,538.16	163,225.05
12/7/49	W 391X2	U.S. 40—To construct new field fence on property of D. A. Walters			3,253.80		3,253.80
12/7/49	ES 134	Md. 5—Md. Rt. 235 to Loveville—6.75 mi.—Plans and Survey by J. Spence Howard, Consulting Engineer			14,847.38		14,847.38
11/30/49	A 430	U.S. 40—Sidling Mountain to Martin Mountain—Aerial survey by Aero Service Corporation			28,490.89		28,490.89
11/30/49	AA 384X3	Md. 175—Harmans to Dorsey—2.3 mi.—Sub-sealing, bituminous material			3,914.43	5,985.57	9,900.00
11/30/49	AA 384X4	Md. 175—Harmans to Dorsey—2.3 mi.—Reconstruction—Spec. "B"			35,292.24	36,207.76	71,500.00
11/30/49	AA 384X5	Md. 176—Harmans to Dorsey—2.3 mi.—Constructing and grading shoulders			34,966.61	31,033.39	66,000.00
11/30/49	Ce 332X	Md. 272—Northeast south to the macadam section in Cecil County—Construction of gravel shoulders			2,055.40	3,444.60	5,500.00
11/30/49	G 248-5	U.S. 219—Gortner to Red House—3.972 mi.—Resurfacing—Bituminous Concrete			5,556.79	107,654.96	113,211.75
11/30/49	M 435-1	Adjust channelization at intersection of Seminary Rd. and Georgia Ave. in Silver Spring			664.52	5,375.86	6,040.38
11/30/49	ES 133	Md. 22—Churchville to Aberdeen 5.5 mi.—Plans and survey by Wilson T. Ballard Company			13,805.31	4,014.69	17,820.00
11/16/49	W 396-1	U.S. 40—East of Huyett's Cross Rd. to Hagerstown—1.896 mi.—Modification of curves, drainage and resurfacing		5,270.56	39,911.41	180,489.29	225,671.26
11/9/49	AA 263-5	Construction of a concrete substructure for new Severn River bridge on Annapolis By-pass	8,334.95	18,288.96	173,102.74	3,735,993.35	3,935,720.00
10/26/49	AA 263-6	Foundation design of the Severn River Bridge by Moran, Proctor, Freeman and Mueser			6,998.67		6,998.67
10/26/49	B 579X4	U.S. 40—Martins Road to Cowenton—4 mi.—Reshape and replant road side areas			4,362.36		4,362.36
10/26/49	G 255X	U.S. 50—Install pipe and construct headwalls in Garrett County			3,596.31		3,596.31
10/26/49	M 466	Construction of a channelization at the intersection of New Hampshire Ave. extended and Colesville Road			1,641.88	22,956.05	24,597.93
10/26/49	P 519X6	Md. 4—Additional repairs to Rt. 4—Due to detour of Rt. 301 traffic during construction of Marlboro By-pass			3,537.24		3,537.24
10/26/49	P 652X	Installation of traffic signal at intersection of U.S. 1 and U.S. 50 at Bladensburg		2,892.94	1,220.91		4,113.85
10/26/49	P 662X	Installation of traffic signal atRiggs Road and Ager Road			3,575.42		3,575.42
10/26/49	P 667X	Md. 212—2.59 mi.—Widen concrete section—Spec. "B"			21,924.08	18,335.92	40,260.00
10/26/49	Q 228-1	Md. 313—Ingleside to Barclay 4.02 mi.—Grading, drainage, widening and resurfacing—macadam base, bituminous concrete		5,431.18	52,972.38	249,989.83	308,393.39

EXHIBIT F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures				
			Work in Progress July 1, 1948	Fiscal Year 1949	Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	Total
10/26/49	T 118-2	Easton via relocation to Rt. 50—0.6 mi.—Grading and surfacing—Bituminous concrete surface and macadam base	1,269.47	1,961.45	12,656.13	89,578.83	96,465.88
10/26/49	ES 132	Md. 65—Hagerstown to Sharpsburg—11.5 mi.—Plans and survey by C. R. Nuzum, Civil Engineer			19,407.23		19,407.23
10/4/49	P 665X	U.S. 301—Marlboro By-Pass to T. B.—6.43 mi.—Surface treat			9,923.07		9,923.07
10/4/49	Wi 199-1	U.S. 50—From 2.4 mi. east of Mardella Springs to the Nanticoke River—5.636 mi.—Grading, surfacing, etc.—Spec. "B"		1,742.71	121,005.53	588,376.67	1,014,121.94
9/28/49	B 578-7	Construction of over-pass bridge to carry Beaver Dam Road over the York Road relocation			96,416.13	69,826.14	166,242.27
9/28/49	P 663X	Md. 5—District Line and Surratts High School—8.2 mi.—Widening and resurfacing			43,104.75		43,104.75
9/28/49	AW 606	Study of rural road usage—cooperation with U. of Md. and U. S. Bureau of Public Roads			8,363.83	636.17	9,000.00
9/20/49	ES 131	Md. 331—Easton to Preston—10 mi.—Plans and survey by Sandlass, Wieman and Associates, consultants			23,166.94	8,933.06	32,100.00
9/20/49	P 519X5	Md. 4—Repairs to Rt. 4—Due to detour of Rt. 301 traffic during construction of Marlboro By-pass			3,594.42		3,594.42
9/14/49	AA 389-3 (P 631-2)	U.S. 50—South River to Crain Highway—5.985 mi.—Grading, drainage and surfacing—reinforced concrete	2,037.69	37,523.34	720,199.03	1,650,597.03	2,410,357.09
9/8/49	Co 215-1	Md. 404—Southeast of Andersontown to Federalsburg—3.594 mi.—Grading, drainage and surfacing—Contribution by Caroline County of $103,516.91—Gravel surfacing			128,135.11	16,983.14	175,118.25
9/8/49	Q 224-4	Construction of triple span single track railroad bridge over the new highway known as the Queen Anne-Hillsboro By-pass		94.95	82,641.78	50,378.21	133,114.94
9/8/49	Q 231-1	Md. 300—Additional Right of Way costs on the Church Hill-Sudlersville Road			17,856.81	693.19	18,550.00
9/1/49	K 177X	Md. 561—U.S. Rt. 213 and Md. Rt. 290—2.46 mi.—Widening—Spec. "B"			63,744.00	7,756.00	71,500.00
9/1/49	M 465X	Md. 97—Howard County line and Brookville—4.13 mi.—Widening—Spec. "B"			68,064.01	8,935.99	77,000.00
9/1/49	P 519-4	Adjustments to the property of A. M. Moore on the Marlboro By-pass			3,820.78		3,820.78
8/26/49	M 350-3	East-West Highway in Bethesda extending toward Rockville—0.65 mi.—Grading, drainage and surfacing of Wisconsin Ave.—Reinforced concrete surfacing	2,182.59	1,929.02	446,036.05	153,360.40	603,508.06
8/24/49	A 419-1	Construction of bridge over George's Creek at Washington Street in Westernport		2,864.51	61,178.57	7,055.27	71,098.35
8/24/49	B 578-6	York Road—Underpass construction at Padonia Road			147,538.05	139,826.37	287,364.42

EXHIBIT F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

			EXPENDITURES				
DATE AUTHORIZED	PROJECT NUMBER	DESCRIPTION	WORK IN PROGRESS JULY 1, 1948	FISCAL YEAR 1949	FISCAL YEAR 1950	AUTHORIZED TO COMPLETE PROJECTS IN PROGRESS JUNE 30, 1950	TOTAL
8/24/49	B 596 (B 597)	U.S. 140—Woodley Ave., Reisterstown to Westminster Road—1.8 mi. — Resurfacing — Bituminous concrete, and Spec. "B"			66,846.10		66,846.10
8/24/49	Ch 265-1	Md. 225—Rt. 3 southeasterly twd. Mason Springs—5.837 mi.—Grading, drainage and surfacing—Bituminous concrete		11,041.71	300,613.24	86,832.31	398,487.26
8/24/49	F 476-1	Md. 26—East of Unionville to Libertytown—3.788 mi.—Grading, drainage & surfacing—macadam base	244.12	6,665.81	397,453.88	522,716.61	927,080.45
8/24/49	Ho 164-6	Adjustments to the existing channelized intersection of Columbia			105.37	6,037.51	6,142.88
8/24/49	Ho 202-2 (P 461-2)	Northeast of the Big Patuxent River to Washington Blvd.—1.555 mi.—Grading, drainage and surfacing of the Laurel By-pass—Reinforced Concrete	392.14	21,549.24	518,235.99	64,487.87	604,665.24
8/24/49	M 444-1	Construction of pedestrian tunnel under B. & O. R.R.—Bradley Boulevard, Bethesda			29,830.02	1,273.46	31,103.48
8/24/49	P 593X2	U. S. 1-.Temporary and permanent patch over box culvert at Wells' Parkway			3,889.02		3,889.02
8/24/49	P 657X1	Md. 5—Branch Avenue to Gordon's Corner—2.5 mi.—Widening and resurfacing—Spec. "B"			34,727.38		34,727.38
8/24/49	Q 232	Md. 305-18-606-304 and U.S. 213—Corporate limits of Centreville—4.44 mi. — Resurfacing — Spec. "B"			65,441.15		65,441.45
8/17/49	D 211-1	U.S. 50—West of Mt. Holly to Sunburst Ave., Cambridge—1.27 mi.—Grading, drainage, widening & resurfacing—Bituminous concrete	4,916.14	11,351.24	239,465.88	31,380.37	287,113.63
8/17/49	SM 281-5	Md. 245—Northeast of Leonardtown toward Hollywood—2.992 mi.—Grading, drainage and surfacing—Gravel surfacing		2,588.82	190,065.53	52,285.05	244,939.40
8/10/49	A 415X2	Md. 51—Cumberland and North Branch—Build retaining wall and improve drainage			8,411.33		8,411.33
8/10/49	AA368-12	Modification and painting of Catenary poles on the Baltimore-Washington Expressway over Pa. R. R.			9,585.06		9,585.06
8/10/49	AA 389-4	Construction of bridge over South River on the proposed Annapolis-Washington Expressway		172.71	6,737.90	287,843.59	294,754.20
8/10/49	M 462 (F 503)	Md. 28—Beallsville to the intersection of U.S. Rt. 15—7 mi.—Widen pavement and extend drainage structures			68,067.43	38,192.57	106,260.00
8/10/49	Wo300X5	Pocomoke to Snow Hill—Restore earth shoulders			3,330.80	2,419.20	5,750.00
8/10/49	Wo301X7	U.S. 113—Berlin to the Delaware Line—9.2 mi.—To restore to grade the stabilized shoulders—Spec. "B"			12,689.98		12,689.98
8/3/49	A 421-2	Md. 36—Lonaconing to Midland—2.822 mi.—Resurfacing—Spec. "B"			111,064.91	33,285.46	144,350.37
8/3/49	C 184-1 (Ch253-1)	To make test borings in the Patuxent River at Benedict by Smith Bros. of Galesville, Md.			3,287.37		3,287.37

EXHIBIT F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures				
			Work in Progress July 1, 1948	Fiscal Year 1949	Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	Total
8 3 49	G 253	Md. 560—Mount in Lake Park toward Gorman—2.763 mi.—Resurfacing—macadam base			102,712.24		102,712.24
8 3 49	P 660	U.S. 1—Construction of a sidewalk along the upstream face of the bridge over Paint Branch at College Park			637.06	13,162.94	13,800.00
8 3 49	Wo 253 1	U.S. 50—Herring Creek to 0.3 mi. west of Rt. 452—3.885 mi.—Grading, drainage and surfacing Reinforced concrete	5,956.00	62,126.39	155,810.20	690,491.73	1,211,391.32
8 3 49	ES 130	Md. 225—0.75 mi. west of Ripley to Rt. 210—5 mi.—Plans and survey by Saxe, Williar and Robertson, Consultants			21,033.95		21,033.95
7 26 49	A 421X3	Md. 36—Lonaconing to Barton—Raising of earth shoulders—Spec. "B"			5,837.93		5,837.93
7 26 49	Ho 235 2	Md. 176—End of concrete surfacing northwesterly to Rt. 1—0.379 mi.—Grading, drainage and surfacing—macadam base		6,073.93	60,080.81	10,824.01	76,978.75
7 20 49	B 591 1	Md. 7—Baltimore City line to the Golden Ring Road—2.002 mi.—U.S. 1—Baltimore City line to Overlea Ave.—0.138 mi.—Resurfacing—bituminous concrete, Spec. "B"		150.88	100,869.49	3,230.68	104,251.05
7 20 49	D 102 1	Construction of bridge and approaches over Slaughter Creek at Taylor's Island—Contribution by Dorchester County of $85,817.31		3,859.92	178,341.53	71,433.18	253,631.63
7 20 49	F 502	U.S. 15—Intersection of Md. Rt. 28 and U.S. Rt. 15 to Point of Rocks—4.633 mi.—Construction of concrete shoulders			130,730.66	40,909.77	171,640.43
7 20 49	M 459	Md. 410—Wisconsin Ave. and extending east to Georgia Ave.—4.048 mi.—Resurfacing—Spec. "B"		237.72	257,008.94	8,422.03	265,668.69
7 13 49	AA 389-2	U.S. 50—Parole and extending westerly to South River—3.466 mi—Grading, drainage and surfacing—Reinforced concrete		52,735.34	851,551.61	828,490.59	1,732,777.54
7 13 49	AA 414	Md. 181—South end of Eastport toward Bay Ridge—1.005 mi.—Resurfacing — bituminous concrete, Spec. "B"		104.72	26,471.52		26,579.24
7/13/49	AA 115X	Md. 178—Iglehart to south of Epping Forest—1.5 mi.—Resurfacing—bituminous bank run gravel			7,941.01		7,944.01
7/13/49	Ho 245X1	Md. 99—Slack's Corner and St. John's Lane—6.3 mi.—Widening—Penetration macadam		33.43	80,141.49	16,075.08	96,250.00
7 13 49	M 458	Md. 184—Georgia Ave. to D. C. Line; Md. 515—Silver Springs to North Woodside; Md. 516—Colesville Road to Old Bladensburg Road—2.355 mi.—Resurfacing — bituminous concrete, Spec. "B"		379.86	89,379.02	5,717.80	95,476.68

EXHIBIT F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures				Total
			Work in Progress July 1, 1948	Fiscal Year 1949	Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	
7/13/49	M 460	Md. 191—Wisconsin Ave. to Leland St.; Md. 82—Bradley Lane to East-West Highway—1.474 mi.—Resurfacing—bituminous concrete, Spec. "B"	...	80.90	40,630.11	5,107.29	45,818.30
7/13/49	P 596-1	Md. 218—0.7 mi. southeast of D.C. Line to intersection of Rts. 218 and 458—0.959 mi.—Widening and drainage—macadam	...	858.01	53,648.41	6,309.66	60,816.08
7/ 6/49	AA 368-5	Construction of a dual steel bridge to carry the Washington-Baltimore Expressway over the Penna R.R.	...	718.51	423,246.47	153,800.77	577,765.75
7/ 6/49	G 192-2	U.S. 40—Keyser's Ridge to Penna. State Line—3.533 mi.—Resurfacing (Spec. "B"), curve modifications, relocation and construction of retaining wall	...	15,767.51	240,372.84	386,177.50	642,617.85
7/ 6/49	H 269-3	U.S. 40—Construction of collision railings at Boothby Hill overhead bridge	...	86.11	3 578.89	...	3,665.00
7/ 6/49	H 314X5	U.S. 40—Harford County line to Aberdeen—5 mi.—Reshape and replant roadside area	...	...	3,320.03	...	3,320.03
7/ 6/49	H 314X6 (B579X6)	U.S. 40—Cowenton to Magnolia—Reshape and replant roadside area	...	...	3,130.13	...	3,130.13
7/ 6/49	W 392-1 (A407-1)	U.S. 40—West of Little Tonoloway Creek to 0.40 mi. east of Belle Grove — 6.939 mi. — Grading, drainage and surfacing—macadam	645.16	32,480.95	702,561.55	1,709,991.18	2,445,678.84
7/1/49 to 6/30/50		Miscellaneous Projects	330.07	2,127.70	105,509.22	275,297.71	383,264.70
6/29/49	A 417-1	U.S. 220—Northern city limits of Cumberland twd. Penna. State Line—0.187 mi.—Grading, drainage and surfacing of a curve modification—bituminous concrete	...	6,360.52	50,684.81	3,727.69	60,773.02
6/29/49	B 578-4	U.S. 111—Construction of underpass and grading at entrance to John H. Zink's property near Timonium Fair Grounds	...	490.21	55,375.65	10,769.45	66,635.31
6/29/49	K 169-1	Right of Way costs for construction along Betterton—Hill Pond Rd. (Project K169X)	...	...	4,195.28	3,002.52	7,197.80
6/29/49	SM 286-1	Md. 242—Morganza to Clements—4.205 mi.—Resurfacing and relocation—bituminous base and gravel surfacing	24.52	2,465.76	298,836.00	86,427.20	387,753.48
6/22/49	Ce 290-2	Md. 213—Cecilton via Warwick to Delaware State Line—5.73 mi.—Widen and Resurface—macadam	690.44	33,033.76	253,232.82	123,035.55	409,992.57
6/22/49	M 457	U.S. 240—Montgomery Ave. and Wash. St., Rockville—0.606 mi.—Resurface—Spec. "B"	...	523.68	26,734.24	...	27,257.92
6/22/49	ES 126	Md. 231—Plans and survey by J. E. Greiner Co., Consultants, for Proposed Patuxent River Bridge	...	...	21,447.28	10,347.92	31,795.20
6/22/49	ES 127	Plans and survey by McWada and Werner, Consultants, in connection with grade separation of Beaver Dam Road over York Road Relocation	...	...	...	3,402.00	3,402.00
6/22/49	ES 128	Md. 404—Stevensville twd. Queenstown—5 mi.—Plans and survey by Saxe, Williar and Robertson, Consultants	...	...	9,215.19	4,284.81	13,500.00

EXHIBIT F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures				Total
			Work in Progress July 1, 1948	Fiscal Year 1949	Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	
6/22/49	ES 129	Md. 104—West of Queenstown to a point east of Queenstown—3.7 mi.—Survey and plans by Sandlass, Wieman and Associates, Consultants			29,010.77		29,010.77
6/15/49	F 501X	U.S. 40—Construct a scenic overlook at Braddock Heights				3,910.00	3,910.00
6/8/49	A 421	Md. 36—Southern limits of Lonaconing to Barton—3.331 mi.—Resurfacing—Spec. "B"		765.30	148,108.54	31,125.43	179,999.27
6/8/49	AA 113X	Md. 2—Widening the pavement area to provide for a third traffic lane between the traffic light at the Post Graduate School of the Naval Academy and the Severn River Bridge		24.75	6,784.74		6,809.49
6/8/49	P 657X	Md. 5—District of Columbia Line to a point 2½ miles south in Pr. George's County—Resurfacing—Bituminous mix			25,736.22		25,736.22
6/8/49	Q 229	To employ services of Aero Service Corp. for aerial photography along the proposed highway from Queenstown to the Delaware line		58.21	4,030.16		4,088.37
6/8/49	ES 123	Md. 55—U.S. Rt. 40 at Clarysville to Vale Summit—2.2 mi.—Survey and plans by C. R. Nuzum, Consultant		43.73	7,237.65		7,281.38
6/8/49	ES 124	Md. 414—Gordon's Corner to Rt. 224 near Oxen Hill—4.1 mi.—Survey and plans by J. Spence Howard, Consultant		8.41	11,523.86		11,532.27
6/8/49	ES 125	Md. 241—Md. Rt. 7 twd. Emorton—2.3 mi.—Survey and plans by Sandlass, Wieman and Associates—Consultants			10,300.41		10,300.41
6/1/49	F 449X	U.S. 15—Curve north of Rt. 32 in front of St. Joseph Church, Emmittsburg — Widen — macadam backfill			3,190.65		3,190.65
6/1/49	M 456X	Md. 28—Between Dawsonville and Bealesville—5.5 mi.—Widening—Penetration macadam		1,647.43	59,349.70	23,012.87	84,010.00
6/1/49	P 655	Md. 410 and 212—Reimburse Washington Sanitary Commission for installation work at the intersection of Riggs and Ager Roads				3,423.60	3,423.60
6/1/49	Q 224 (Co 173)	Md. 404—Preliminary engineering costs—Relocation of Rt. 404, by-passing Queen Anne & Hillsboro	7,843.41	9,656 92	1,307.64		18,807.97
6/1/49	ES 122	U.S. 240—Survey by Saxe-Williar and Robertson, Consultants, of the Rockville By-pass		1,722.85	8,749.79		10,472.64
5/11/49	AA 383X1	Md. 175—Millerville and Odenton—2.21 mi.—Resurfacing—Spec. "B"		289.37	48,591.62		48,880.99
5/11/49	F 449-5	Md. 32—Emmitsburg to Pa. line—1.144 mi.—Widening and Resurfacing—Spec. "B"		1,888.53	68,272.18	3,893.87	74,054.58
5/11/49	G 237X2	U.S. 50—West Va. line to Gorman—9.1 mi. — Install pipes and spread burned mine gob before resurfacing		529.56	3,234.98		3,764.54
5/4/49	AA 411	U.S. 301—Severn Run to Pidgeon House Inn—8.044 mi.—Resurfacing—Specification "B"		2,385.60	170,735.20		173,120.80

EXHIBIT F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures				
			Work in Progress July 1, 1948	Fiscal Year 1949	Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	Total
5/4/49	C 200X	Md. 2—1 mi.—Resurfacing thru Prince Frederick for one mile—Spec. "B"	...	20,971.69	68.98	...	21,010.67
5/4/49	P 649	U.S. 301—South end of Marlboro By-pass to Rt. 5 at T.B.—6.43 mi—Widening and resurfacing—Spec. "B"	...	1,007.01	90,211.71	22,534.10	113,752.82
4/27/49	AA 410	Md. 174-169-648, U.S. 301—4.77 mi.—Resurfacing and widening—Spec. "B"	...	106,371.04	15,099.01	...	121,470.05
4/27/49	Co 195-1	Md. 313—One mile north of Greensboro—extending to Rt. 314 and Boyce Mill Rd.—1.068 mi.—Construction of roadway—Reinforced concrete	1,691.47	19,818.01	166,805.08	25,512.51	213,857.07
4/27/49	Co 195-2	Md. 313—Construction of bridge over the Choptank River at Greensboro	...	2,306.35	136,264.95	619.18	139,190.48
4/27/49	Cl 303-3	U.S. 140—Finksburg toward Westminster—To reimburse the Sinclair Refining Co. for relocating products line in connection with construction	...	...	4,805.34	...	4,805.34
4/27/49	D 218	Md. 16—Railroad tracks in Cumberland toward Church Creek; Md. 335—Blackwater Bridge to Church Creek—3 mi.—Resurfacing—Spec. "B"	...	4,266.54	54,979.50	...	56,246.04
4/27/49	D 219	Md. 16—A point 3 miles south on Cambridge-Easton Road to Church Creek—6 mi.—Widening and resurfacing—Spec. "B"	...	13,526.78	211,999.90	6,876.36	232,403.04
4/27/49	M 153	Md. 410—Georgia Ave. to Chestnut Ave.; Md. 384—Georgia Ave. to 16th St.; Md. 653—East-West Highway to D. C. line—1.52 mi.—Resurfacing—Spec. "B"	...	34,978.59	30,956.65	...	65,935.24
4/20/49	AA 368-6	U.S. 1—Between Penna. Railroad and Hanover Rd.—1.244 mi.—Construction of Baltimore-Washington Freeway	...	58,286.47	508,436.38	447,195.27	1,013,918.12
4/20/49	S 156-1	Md. 413—Westover to a point .71 mile southeast of Marion—7.62 mi.—Grading, drainage, and surfacing—reinforced concrete	6,636.32	438,204.32	850,973.82	102,479.55	1,398,294.01
4/20/49	Wi 255X	To Conduct a traffic study in the Salisbury Metropolitan Area	...	290.54	6,599.39	7,110.07	14,000.00
4/13/49	B 588	U.S. 1—Baltimore City line to Neckar—2.86 mi.—Widen and resurface—Spec. "B"	...	108,201.17	12,743.54	...	120,944.71
4/13/49	Co 210-1	Md. 404—Two miles south of Denton towards Andersontown—1.083 mi.—Construction—Penetration macadam surface	1,048.21	67,468.89	113,306.81	29,213.33	211,037.24
4/13/49	S 179 (Wo 309)	Md. 363 and U.S. 13—Princess Anne to Deal's Island—5.61 mi.—Widen and resurface—Spec. "B"	...	771.40	98,370.89	1,227.41	100,369.70
4/13/49	S 179X1	Md. 363—Princess Anne toward Deal's Island—Replace deteriorated Culverts prior to resurfacing	...	104.53	3,010.16	...	3,114.69
4/13/49	T 125-1	Md. 404—Relocated U.S. 213 twd. Queen Anne—0.538 mi.—Grading, drainage and resurfacing—reinforced concrete	...	19,976.30	86,727.69	17,570.91	124,274.90

EXHIBIT F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Work in Progress July 1, 1948	Expenditures Fiscal Year 1949	Expenditures Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	Total
4/13/49	Wo 301	U.S. 113 and 50—Through Berlin to Delaware line and Berlin twd. Ocean City—10.778 mi.—Resurfacing—Spec. "B"		4,386.82	203,788.98		208,175.80
4/7/49	B 589 (B 590)	U.S. 140—Baltimore City line to Old Court Road—1.26 mi.—Widen and resurface—Spec. "B"		54,973.44	5,867.58		60,841.02
4/7/49	P 648	Md. 202—Route 50 toward Landover and Route 410 from Queen Chapel Road to Takoma Park and from Hamilton St. to University Drive—3.838 mi.—Resurfacing—Spec. "B"		122,777.11	76,127.25	9,141.86	208,046.22
4/7/49	Q223X1	Md. 19—Between Church Hill and Robert's Station—Resurface and provide gravel shoulders		66.33	35,888.91		35,955.24
4/7/49	AA 409	U.S. 50—Camp Parole to Annapolis—1.65 mi.—Widen and surface—Spec. "B"		44,750.26	5,233.29		49,983.55
3/30/49	A 283X6	To reset fence on Contract A 283-2 (McCool) per right-of-way agreement			3,264.85		3,264.85
3/30/49	Co 210-2	Construction of bridge over Watts Creek approximately two miles south of Denton		919.96	108,108.48	8,431.99	117,460.43
3/17/49	B 332-5	0.596 mi.—Construct approach to underpass for Penna. Railroad Crossing in Arbutus—Concrete surfacing	116,540.32	28,729.65	248,840.78	194,164.00	588,274.75
3/17/49	A 413	U.S. 40—For Third lane on west slope of Polish Mountain—9.282 mi.—Widening and surfacing—macadam		18,303.63	24,776.01		43,079.64
3/17/49	C 199X	Md. 2—Sunderland south—4.3 mi.—Widen—Spec. "B"		27,972.39	12.39		27,984.78
3/10/49	M 451X	Md. 190—Potomac to Plummers Corner—1.75 mi.—Widen and resurface—Spec. "B"		24,352.94	1,505.38		25,858.32
3/10/49	M 452X	Md. 28—Darnestown to Dawsonville—3.5 mi.—Widen		19,559.81	15,846.70	4,550.99	39,957.50
3/9/49	A 415-1	Md. 51—Cumberland to Oldtown—3.24 mi.—Resurfacing along Uhl Highway—Spec. "B"		101,392.47	10,930.49		112,322.96
3/9/49	AA 368-14	U.S. 1—Adjustment of 6 inch products lines of Sinclair Refining Co. for construction of Baltimore-Washington Freeway			14,841.77		14,841.77
3/9/49	AA 392-2	U.S. 1—Adjustment of 6 inch products line of Sinclair Refining Co. for construction of Friendship Airport Road			17,062.95		17,062.95
3/9/49	Co 208X	Md. 312—North of Ridgely twd. Goldsboro—Relocate Curve—Bitiminous Mix	7.99	651.97	8,789.13	1,720.91	11,170.00
3/9/49	G 237-1	U.S. 50—West Va. line to Gorman—9.1 mi.—Surfacing—Spec. "B"		36,740.51	184,270.60		221,011.11
2/25/49	AA 223-1	Installation of roadway lighting system on bridge over Severn River at Annapolis		516.01	8,807.48		9,323.49
2/25/49	B 332-8	Install two catenary spans and new signal and telephone duct line for grade elimination at Francis Ave., Halethorpe		14,984.73	7,831.03		22,815.76
2/17/49	B 584X2	U.S. 111—Widen, grade and resurface McDonald's Curve and relocate and resurface Hunt's Curve		27,944.03	15,414.39		43,358.42

EXHIBIT F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures				Total
			Work in Progress July 1, 1948	Fiscal Year 1949	Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	
2/10/49	Co 173-1 (Q 224-1)	Md. 404—Point approximately one mile west of Queen Anne toward Denton—3.859 mi.—Grading and surfacing relocation — Reinforced concrete surfacing		137 448.12	389,471.19	97,940.34	624,859.65
2/10/19	Co 173-2 (Q 224-2)	Bridges over Norwick Creek and Tuckahoe Creek for Queen Anne-Hillsboro By-pass construction		1,692.62	138,122.38	37,395.98	177,210.98
2/2/49	AA 368-4	U.S. 1—A point approximately 1.2 miles north of Stoney Run railroad station to the proximity of Winterson Road—2.122 mi. Grading, surfacing, grade separation structures and etc., along a section of the Baltimore-Washington Expressway — Reinforced concrete surfacing		176,903.46	633,648.15	818,366.71	1,628,918.32
1/29/49	T 126-1	Md. 370—Repairs to bridge over Miles River		38,461.67	70,704.58	28,437.00	137,603.25
1/18/49	AA 392-1	Patapsco River to Municipal Airport—0.582 mi.—Construction of airport road—Reinforced concrete surfacing	78.67	173,613.66	86,413.88	11,285.50	274,391.71
1/13/49	P 522-1	North of Northern Branch to Columbia Ave.—0.54 mi.—Grading, drainage and surfacing of a relocated section of the Queen's Chapel Road—Concrete surfacing	6,015.02	85.029.12	362,605.13	68 661.83	522,311.10
1/8/49	Ho 234-1	U.S. 40—Pine Orchard to West Friendship—5.49 mi.—Grading, surfacing and etc.—Reinforced concrete surfacing	3,561.04	157,943.13	832,151.99	1,151,903.74	2,145,559.90
1/5/49	Ho 202-3	Construction of bridge over Patuxent River and Race Track Road on the Laurel By-pass (Costs for 1949 totaled $49,029.50 of which the Md. State Fair, Inc., contributed $29,668.45)	1,707.52	17,361.05	223,415.77	106,828.16	319,312.50
1/4/49	Ch 262-1	Md. 6—Near Port Tobacco to McConchie—0.567 mi. — Grading, drainage and surfacing—Gravel surfacing	316.77	53,187.97	20,023.00	13,985.61	87,513.38
1/4/49	Ch 261-1	Md. 3—Newburg and Tompkinsville — 5.923 mi. — Grading, drainage and surfacing—Gravel surfacing		117,498.00	308,347.86	9,141.30	434,987.16
12/29/48	M 445X	Md. 108—Damascus, easterly—1,200 ft.—Widen and resurface		11,183.92	121.48		11,305.40
12/29/48	W 391-1	U.S. 40—Rohrersville Road to east limits of Finkstown—8.304 mi.—Construction of relocations, modification of curves, widening of bridge structures and etc.	4,436.08	189,359.52	529,658.97	21,055.86	744,510.43
12/22/48	AA 368-3	U.S. 1—Hammond's Ferry Road to Winterson Road—1.535 mi.—Grading, surfacing, grade elimination structures, etc., along Washington-Baltimore Expressway	289.01	356,356.34	718,213.89	26,699.47	1,101,558.71
12/22/48	AA 406X	Md. 175—Millersville and Odenton—2.21 mi.—Extension of pipes & shoulders and clearing right of way		5,816.47			5,816.47
12/22/48	B 332-6	Relocation of approaches to bridge approaches to Francis Avenue grade eliminations				15,811.92	15,811.92

EXHIBIT F—Continued

Exhibit F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures: Work in Progress July 1, 1948	Expenditures: Fiscal Year 1949	Expenditures: Fiscal Year 1950	Expenditures: Authorized to Complete Projects in Progress June 30, 1950	Total
12/22/48	B 332-7	Relocation and installation of water mains at Sulphur Spring Road and underpass	....	...	......	12,516.55	12,516.55
12/22/48	K 170X1	U.S. 213—Kennedysville to Locust Grove—Additional right of way costs	....	1,135.51	6,988.97	......	8,124.48
12/15/48	F 492X	U.S. 40—North of Middletown—Installation of pipes and inlets to improve drainage	....	3,050.90	......	......	3,050.90
12/1/48	A 418X	Traffic survey in Cumberland	....	2,815.11	6,369.13	8,815.76	18,000.00
12/1/48	B 578-2	U.S. 111—4.124 mi.—Timonium-Marble Hill Road on relocated York Road—Construction	2,089.29	229,892.70	686,157.30	261,528.55	1,179,667.84
12/1/48	C 195	Md. 2—Six miles south of Lusby to Solomons Island—2.433 mi.—Resurfacing, grading and drainage—bituminous mix	64.43	79,202 93	35,023.77	......	114,291.13
12/1/48	ES 114	U.S. 220—Cresaptown toward McCool—7 mi.—Survey and plans by C. R. Nuzum	....	11,012.02	160.92	......	11,172.94
12/1/48	ES 115	U.S. 219—Accident to Hoyes—4.2 mi.—Preliminary survey by C. R. Nuzum	....	13 087.00	1,164.27	......	14,251.27
12/1/48	ES 116	U.S. 13—3 mi.—Survey and plans for relocation to by-pass Pocomoke City by Saxe, Williar and Robertson	....	22,955.41	59.77	......	23,015.18
12/1/48	ES 117	U.S. 13—Leonards Mill Pond to Middle Neck Relocation—2.5 mi.—Survey and plans by Saxe, Williar and Robertson	....	11,774.95	265.36	..	12,040.31
12/1/48	ES 118	Md. 237—Clements to Route 5 in St. Mary's County—3.5 mi.—Survey and plans by J. Spence Howard	.....	7,330.90	216.04	......	7,546.94
12/1/48	ES 119	Md. 249—Callaway to Valley Lee in St. Mary's County—3.5 mi.—Survey and plans by J. Spence Howard	......	5,949.50	1,661.21	......	7,610.71
12/1/48	ES 120	Md. 242—Morganza to Clements in St. Mary's County—4.2 mi.—Survey and plans by J. Spence Howard	......	8,616.73	299.97	....	8,916.70
12/1/48	ES 121	Md. 27—Intersection of Routes 27 and 80 to Henderson's Corner in Montgomery County—8.07 mi.—Survey and plans by Turpin, Wachter and Associates	...	16,355.81	4,375.66	......	20,731.47
11/17/48	Ch 262-2	Md. 6—Construction of bridge over Port Tobacco Creek	.....	39,262.95	9,717.62	....	48,980.57
11/10/48	AA 388X3	Md. 176—Glen Burnie through Harmons—Extension of culverts and shoulders and fill slopes	.....	6,363.90	....	......	6,363.90
11/10/48	B 392-5	Md. 372—Installation of sanitary sewers and water mains—Wilkens Avenue	......	18.18	......	74,739.20	74,757.38
11/10/48	B 392-6	Md. 372—Installation of sewers—Herbert Run Bridge on Wilkens Avenue	....	....	......	7,036.15	7,036.15
11/4/48	Ch 261-1	Md. 6—Installation of culvert and approach east of La Plata	....	40,023.06	22,082.78	......	62,105.84
11/4/48	P 519-2	Construction of bridge on Marlboro By-pass	157.83	1,494.78	87,283.14	14,561.61	103,497.36
10/28/48	B 577-4	U.S. 1—Reimburse Consolidated Gas & Electric Co. for adjustments to transmission line where it crosses the Baltimore-Washington Freeway	....	12.95	..	8,487.05	8,500.00

Exhibit F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures				Total
			Work in Progress July 1, 1948	Fiscal Year 1949	Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	
10/28/48	K 151X2	Md. 289—2.1 mi.—For gravel resurfacing, correction of drainage and maintenance of sections of county roads known as Airy Rd. and Collins Rd.		11,629.49			11,629.49
10/28/48	Q 225X	Md. 19—Churchhill to Ingleside—Remove and rebuild headwalls and repair pipes and ditches		1,892.14	6,164.40		8,056.54
10/21/48	Wo 284X4	U.S. 213—Parsonburg to Pocomoke River—Repair shoulders		7,512.25			7,512.25
10/13/48	A 184X2	U.S. 40—Placing of pipe and inlets near Long Post Office		120.87	4,072.27		4,193.14
10/ 6/48	H 317	U.S. 40—Intersection of Pulaski Highway and Belair Avenue in Aberdeen—Lowering water pipes		4,101.88			4,101.88
10/ 6/48	Ho 164-5	U.S. 40—Adjustments to Edwin Burgess property on Edmondson Avenue, Extended	707.05	8,576.75			9,283.80
10/ 6/48	M 354X6	East-West Highway to Colesville Road—Landscape traffic islands on Georgia Avenue		3,021.34	61.53		3,082.87
10/ 6/48	P 519-1	U.S. 301—1.4 miles north of Wells Corner, southwesterly toward Cheltenham—7.245 mi.—Grading, drainage and surfacing of Marlboro By-pass—Gravel surfacing	3,308.32	331,943.39	605,437.78	245,467.76	1,186,157.25
10/ 6/48	P 593-1	U.S. 1—Construction of Culvert—Well's Parkway in Riverdale	293.43	28,650.44	12,951.77		41,895.64
10/ 6/48	F 489X	U.S. 40—West of Frederick City line toward Mount Pleasant—Improve dirt shoulders and drainage structures after resurfacing	17.47	8,237.60	837.97		9,093.04
10/ 6/48	W 363X4	U.S. 11—Between Hagerstown and Williamsport-Rebuilding shoulder on northwest side of road		5,038.13			5,038.13
9/10/48	A 389-1	Md. 36—Construct concrete sidewalk and adjust retaining wall	28.88	14,069.90	14,820.43	3,237.54	32,156.75
9/10/48	AA 341-2	Md. 468—The Mayo Road extending northwesterly to the Davidsonville Road—1.721 mi.—Grading, drainage and surfacing—gravel surfacing	4,442.90	127,344.89	48,618.01		180,405.80
9/10/48	M 441X	Md. 320—Between White Oak and Avenal—Widening New Hampshire Avenue, Extended		27,323.47			27,323.47
9/ 8/48	A 254X4	U.S. 40—Installation of three water mains which cross the right-of-way at Eckhart Flat		3,785.90	331.06		4,116.96
9/ 8/48	AA 368-2	U.S. 1—Patapsco River Rd. to Hammonds Rd.—1.153 mi.—Grading, drainage and concrete surfacing of Dual Highway	1,188.56	411,907.96	1,060,831.39	259,353.30	1,733,281.21
9/ 8/48	M 442X	Md. 27—End of macadam section to & through Damascus—2.7 mi.—Extend widening and resurfacing		82,220.39	4,429.33		86,649.72
9/ 8/48	P 643X	Md. 4—North limits of project AA399X to Wills Corner—Widening and resurfacing		10,309.35			10,309.35
9/ 1/48	K 151-1	Md. 289—Chestertown to Pomona—Construction of bridge over Radcliffe Creek	1,973.16	131,096.53	20,358.89		153,428.58
9/ 1/48	Q 170-8	Construction of building at Matapeake Ferry Terminal	872.19	23,736.74			24,608.93
8/26/48	B 577-2 (AA368-1)	U.S. 1—Construction of bridge over Patapsco River for Baltimore-Washington Freeway	477.07	89,808.66	366,189.54	230,489.58	686,964.85
8/26/48	M 439	Dale Drive and Wayne Ave—Construct inlets and storm sewer		127.22	3,137.98		3,265.20

EXHIBIT F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures				
			Work in Progress July 1, 1948	Fiscal Year 1949	Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	Total
8/25/48	B 577-1	U.S. 1—Baltimore City line, south to Patapsco River—1.371 mi.—Grading, surfacing, etc.–concrete	94,752.96	630,633.63	612,176.14	178,218.63	1,516,111.36
8/25/48	Cl 289-1	Md. 84—Between Uniontown and Rt. No. 75—Construction of box culvert over Roop Branch	.96	31,583.79	8,781.38		40,366.13
8/25/48	P 642	U.S. 1—At Muirkirk—Furnish and install drainage pipe at Muirkirk		1,456.26	122.76		1,579.02
8/25/48	Q 223X	Md. 19—Church Hill to Ingleside—7.25 mi.—Widening and surfacing with bituminous materials		6,819.38	12,907.59	1,956.03	21,683.00
8/11/48	A 251X3	Eckhart Flat—Reimburse Potomac Edison Co. for moving Pole			1,719.06	3,600.34	5,319.40
8/11/48	Cl 306	Md. 32 and Md. 71—Within corporate limits of Taneytown—1.575 mi.—Macadam widening and drainage installations		86,453.17			86,453.17
8/11/48	ES 113	Md. 2—Stewarts Corner to Mt. Zion—Survey by J. Spence Howard, Consultant		19,448.32	1,436.03		20,884.35
8/4/48	AA 402X	Md. 2—Governor Ritchie Highway at Harundale—Channelize and construct accelerating lanes—bituminous concrete		2,143.17	23.54	20,833.29	23,000.00
8/1/48	Q 221X	Md. 313—In town of Sudlersville—Gravel surfacing, treatment and laying of inlet pipe		3,028.26			3,028.26
7/28/48	A 251X2	U.S. 40—Allegany Grove—Reimburse La Valve Water Co. for relocating line		5,827.12			5,827.12
7/28/48	A 409X1	U.S. 40 and Md. 220—Along Route 40 Section 8; and Rt. 220 Section 3—Construct earth shoulders, correct drainage, adjust entrances, etc.		3,159.20			3,159.20
7/28/48	B 332-4	Sulphur Spring Road at Arbutus—Construction of underpass for Pennsylvania Railroad	25,269.20	143,699.92	316,883.23	2,282.83	488,135.18
7/22/48	AA 223-2	New steel deck for Roadway of Severn River Bridge		30,394.36	1,085.26	1,710.88	36,190.50
7/22/48	M 438X	Md. 117—Between Seneca Creek and Old Germantown—1.2 mi.—Widening		10,747.88			10,747.88
7/21/48	AA 388-1	Md. 176—.5 mile Northwest of Glen Burnie to a point .5 mile of grade elimination in Harmans—Concrete surfacing	539.22	108,812.32	19.99	5,848.45	115,219.98
7/21/48	F 417X6	Scenic areas along Frederick-Hagerstown Highway—Seeding and mulching slopes		4,965.57			4,965.57
7/21/48	K 169X	Md. 292—Stillpond to Betterton—Grading and Widening—Spec. "B"		65,199.61	27,038.19		92,237.80
7/21/48	K 170X	U.S. 213—Kennedysville to Locust Grove—Widening and grading—Spec. "B"		53,361.57	13,503.50		66,865.07
7/21/48	ES 112	Md. 2—Parole to north end of South River Bridge—2.5 mi.—Survey and plans by J. Spence Howard, Consultant		4,823.06	*383.01*		4,440.05
7/14/48	B 332-3	Halethorpe—Construction of bridge over Penna. Railroad tracks in Halethorpe	153,940.60	95,026.49	477,434.18	4,806.93	731,208.20
7/14/48	Co 182-1	Repairs to two piers of bridge at Denton, Caroline County		10,180.29			10,180.29

ITALICS INDICATE RED FIGURES.

EXHIBIT F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures				Total
			Work in Progress July 1, 1948	Fiscal Year 1949	Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	
7/14/48	Co 206 (Q 218)	Md. 313—Ingleside to Goldsboro—7.3 mi.—Surfacing with asphaltic concrete	3,356.13	361,783.76	51,072.70		416,212.59
7/6/48	B 584X	Parkton and Pennsylvania State line—76,032 sq. yds.—Apply skidproof treatment		8,819.87	410.69		9,230.56
7/1/48 to 6/30/49		Miscellaneous Projects		95,025.44	14,578.19	12,031.37	121,635.00
6/30/48	AA 399X	Md. 4 and Md. 416—From Route 4 toward Bristol and from Route 416 to west approach of Hills Bridge—.091 mi.—Construct a third lane along Rt. 416 and resurface Rt. 4—Spec. "B"		33,222.34			33,222.34
6/30/48	B 579-1	U.S. 40—Martins Boulevard to Cowenton Rd.—4.086 mi.—Widening and resurfacing—reinforced concrete	343.18	1,086,234.51	70,837.69	58,977.74	1,216,393.15
6/30/48	B 579-2 (H314-4)	Cowenton Rd. to Little Gunpowder Falls—5.052 mi.—Resurfacing and widening of Pulaski Highway (Partial cost — see H-314-4)—Concrete	122.72	891,638.52	23,799.83		915,561.07
6/30/48	Ce 320X	U.S. 40—Between the Susquehanna River Bridge and Pennsylvania Railroad Bridge at Elkton—11 mi.—Sub-sealing the concrete surfacing		57,984.14	3,473.56	15,218.30	76,676.00
6/30/48	D 216X	Washington and Race Sts. in Cambridge—Curb adjustments and surfacing		3,165 20			3,165.20
6/30/48	H 314-4 (B579-2)	Cowenton Rd. to Little Gunpowder Falls—5.052 mi.—Resurfacing and widening of Pulaski Highway (Partial cost—see B379-2)—Concrete	229.82	445,819.26	11,899.91		457,948.99
6/23/48	F 448X1	U.S. 15—Between Thurmont and Emmitsburg—Guard rails and reflectors		3,042.19			3,042.19
6/23/48	G 235	Oak St. Oakland—Encasement repairs to Overpass	1,024.92	13,245.11	2,058.27		16,328.30
6/23/48	G 236	Wilson near Altmont — Repairs to steel girder bridge over B. & O. R R.	425.88	12,809.77	1,935.76		15,171.41
6/23/48	G 249X	Md. 42—Between Third Ave. and Morris Ave. in Friendsville—Improve pavements, curbs, and gutters		3,355.88			3,355.88
6/23/48	ES 111	U.S. 240—Frederick County line to Brink—Survey by Ballard-Paddock Co., Consultants	8.21	58,575.08	54,201.08		112,784.37
6/16/48	B 392-2	Wilkens Ave. in Baltimore City to Baltimore-Washington Blvd.—3.174 mi.—Grading, surfacing, etc. (Total costs for 1949 were $1,083,467.77 of which Baltimore County contributed $13,500.00)—Concrete	476,780.65	1,069,967.77	407,362.13	125,745.40	2,079,855.95
6/16/48	SM 281-4	Intersection of Morganza-Leonardtown Road, northerly toward Hollywood—2.301 mi.—Stabilizing and surfacing—Bituminous base course and asphaltic concrete surfacing	253.81	51,152.87			51,406.68
6/10/48	ES 110	Frederick Road between Pine Orchard and Ridgeville—16 mi.—Plans and surveys by Saxe, Williar and Roberston, Consultants	46,239.56	53,061.69	335.21		99,636.46

EXHIBIT F—Continued

Exhibit F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures: Work in Progress July 1, 1948	Expenditures: Fiscal Year 1949	Expenditures: Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	Total
6/9/48	K 164-2	Md. 20—Over Flannell Branch on Road from Chestertown to Rock Hall—To replace existing bridge	267.76	30,449.99	6,442.81		37,160.56
6/9/48	ES 105	U.S. 1—Plans and survey by J. E. Greiner Co., consultants—re: 6 Bridges in connection with Freeway	59,292.48	77,555.65	14,846.53		151,691.66
6/9/48	ES 106	U.S. 40—Martin Blvd. to Harford County line—11 mi.—Plans and survey by J. Spence Howard, Consultant	9,693.28	1,953.83			11,647.11
6/9/48	ES 107	U.S. 140—Near Westminster—3.25 mi.—Survey by Whitman-Requard and Associates, consultants	6,429.91	44,614.13	10,056.14		61,100.18
6/9/48	ES 108	U.S. 26—Liberty Rd., 1½ miles west of Unionville to 1.5 miles east of Unionville—4 mi.—Survey by Thompson, Grace and Mays, consultants	10,645.99	9,151.18			19,797.47
6/9/48	ES 109	U.S. 50—Crain Highway to Dist. of Columbia line—12 mi.—Survey by Sandlass, Wieman and Associates, consultants		59,697.73	5,111.82		64,809.55
6/2/48	F 417X5	Frederick-Hagerstown road east of South Mountain — Construct scenic over-look	1.90	3,050.88			3,052.78
6/2/48	M 426-1	Construction Prison Camp in Montgomery County—Painting, Electrical, Plumbing	919.55	1,209.33			5,128.88
6/2/48	P 600X1	Central Ave.—Approximately 1,500 ft. east and west of Crain Ave.—Construct shoulders Spec. "B"	9,175.26	7,981.18			17,156.41
5/26/48	F 419-2	U.S. 40 and 15, Md. 26—Streets along U.S. Rt. 40 and 26 in Frederick and U.S. Rt. 15 in Thurmont—Concrete surfacing	595.87	134,589.80			135,185.67
5/26/48	H 314-2	U.S. 40—Little Gunpowder Falls to Bynum Run—6.157 mi.—Resurface and widen—Reinforced concrete	2,705.67	1,291,085.09	191,334.74	155,772.45	1,640,897.95
5/20/48	A 184-1	U.S. 40—3 miles west of Cumberland toward Allegany Grove—0.341 mi.—Grading, surfacing, etc. and construction of a frame bridge over Braddock Run—Asphaltic concrete surfacing	1,250.51	92,247.81	159,186.46	10,478.25	263,163.03
5/20/48	Cl 305-1	U.S. 140—Union Mills to Pennsylvania line—4.15 mi.—Widening and relocating of several curves—macadam	230.64	110,113.35	10,863.83		121,537.79
5/20/48	H 314-3	U.S. 40—5 miles east of Bynum Run easterly to Aberdeen—5.17 mi.—Widening and resurfacing Reinforced concrete	56,713.22	1,220,995.77	63.33		1,277,772.32
5/19/48	B 392-3	Construction of Bridge over Sulphur Springs Road at Arbutus	1,100.88	114,857.59	16,191.93		132,150.40
5/19/48	B 392-4	Construction of Bridge over Herbert Run at Winans	1,299.40	104,795.28	19,814.19		125,908.87
5/19/48	Ho 164-4	U.S. 40—Construction of overhead bridge for grade separation, Edmondson Ave. Extended	1,731.51	114,286.81	21,972.31		137,990.63
5/19/48	T 67-4	Skipton Creek bridges over north and south branch	865.53	89,076.98	33,732.88		123,675.39
5/13/48	D 215X	Md. 343—High St. in Cambridge—0.4 mi.—Widening 3½ feet on north side, 5½ feet on south side—macadam		4,731.35			4,731.35

Exhibit F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures: Work in Progress July 1, 1948	Expenditures: Fiscal Year 1949	Expenditures: Fiscal Year 1950	Expenditures: Authorized to Complete Projects in Progress June 30, 1950	Total
5/6/48	A 409	U.S. 40 and Md. 220—North limits of Cumberland toward Allegany Grove and 0.638 mile North of Celanese Plant, Cresaptown 3.738 mi.—Widen and resurface.	686.46	191,506.64			192,193.10
5/6/48	AA 393-1	Md. 104—Sandy Point Ferry Terminal westerly to Ritchie Highway —4.224 mi.—Concrete surfacing, etc.	2,200.02	509,221.36	71,201.96	44,964.67	627,588.01
5/6/48	P 636	Md. 4—Suitland Parkway through Forestville—3.3 mi.—Widening and resurfacing and modification of two curves—Asphaltic concrete surface	1,114.40	102,456.33	55.64		103,626.37
5/5/48	A 403X1	Md. 36—Frostburg to Midland—Building of earth and bituminous shoulders	4,499.00	2,169.19			6,668.19
5/5/48	Ho 164-2	Two miles west of Rogers Ave. twd. Columbia Pike—3.024 mi.—Concrete surfacing on Edmondson Ave., Extended	86,832.08	545,025.19	109,720.90		741,578.17
4/28/48	A 406	U.S. 40—Green Ridge to Washingington County line—7 mi.—Widening and resurfacing—bituminous mix	17,148.26	20,859.72			38,007.98
4/28/48	G 248	U.S. 213—Gortner southwesterly to Red House—4.1 mi.—Widening road—macadam	305.99	8,814.24	134,625.30		143,745.53
4/28/48	F 449-1 (W 372)	U.S. 340—Knoxville to Sandy Hook Bridge — 1.86 mi. — Surfacing with asphaltic concrete	491.94	42,562.25	51.52		43,105.71
4/28/48	Wi 242-1 (Wo299-1)	Bridge over Pocomoke River at Sheppards Crossing—Construction (Partial costs, see Wo299-1)	175.79	4,188.92			4,364.71
4/28/48	Wo 299-1 (Wi242-1)	Bridge over Pocomoke River at Sheppards Crossing—Construction (Partial costs, see Wi242-1)	175.79	4,188.92			4,364.71
4/22/48	B 572-1	Md. 148—Providence Road to Harford Road—4 mi.—Surfacing asphaltic concrete	13,724.55	91,167.56			104,892.11
4/14/48	A 405X1	Md. 220—Celanese Plant to McCool.—7.55 mi.—Preliminary	4,186.54	89.82	1,616.80		5,893.16
4/14/48	B 578-1	Aerial flight for Photographs and contour plans for improvement of York Road	25.51	11,064.03	5,177.09		16,266.63
4/14/48	G 248X1	U.S. 219—Gortner to Red House—4.1 mi.—Preliminary survey	531.75	1,776.61	2,371.70		4,680.06
4/7/48	A 251-1	Allegany Grove to Frostburg—4.645 mi.—Surfacing National Pike with concrete	302,077.29	1,110,781.36	401,718.36	200,209.56	2,014,786.57
4/7/48	C 193X	Md. 261—Chesapeake Beach twd. Naval Laboratory—1.5 mi.—Resurfacing with pit-run gravel	14,748.32	1,020.37			15,768.69
4/7/48	Wo 300X2	U.S. 113—Snow Hill to Pocomoke—3,800 ft. Correct profile and prepare area for resurfacing	27,679.63	2,152.71			29,832.34
3/31/48	Ce 165-12	U.S. 213—South of C. & D. Canal Bridge for a distance of 1.009 mi. and north of same bridge for a distance of 4.535 miles—5.544 mi. —Reshape and mulch seed roadside slopes	9,650.30	1,148.21			10,798.51
3/31/48	Ch 258	U.S. 301—Near Mattawoman Creek southerly to Lyon's Corner—8.17 mi.—Concrete surfacing and modification of curve—penetration macadam	8,053.89	156,153.28			164,207.17

EXHIBIT F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures				Total
			Work in Progress July 1, 1948	Fiscal Year 1949	Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	
3/21/48	Wo 305X	U.S. 13—Repair forward supports of bascul spans of Bridge No. 1020, over Pocomoke River		6,376.23			6,376.23
3/21/48	AW 601	Frederick traffic survey (Contribution by City of Frederick amounted to $2,081.25)	3,583.12	4,741.89	*2,081.25*		6,243.76
3/21/48	AW 602	Washington Metropolitan Area transportation study	6.16	18,601.09			18,607.25
3/16/48	T 67-3 (Q208-1)	Md. 404—6.5 miles north of Easton to a point 1.5 miles northwest of Wye Mills—7.175 mi.—Grading, surfacing, etc. Concrete	78,131.47	1,007,989.80	152,222.66	82,121.20	1,320,465.13
3/10/48	Ce 264X	Construct shed at Elkton Garage	18,195.43	424.13			18,619.56
3/10/48	H 314X1	U.S. 40—Harford County line twd. Aberdeen—325,000 sq. yds. Surfacing—Asphaltic concrete	77,262.57	7,516.08			84,778.65
3/10/48	T 118X1	Alt. U.S. 213—Cordova to Easton—2.2 mi.—Widening	3,240.41	10,914.70			14,155.11
3/10/48	W 390	Alt. U.S. 40—Antietam Creek to Landis Spring Branch—2.97 mi.—Widening—Asphaltic concrete	24,888.70	28,469.15			53,357.85
3/10/48	Wi 215	Md. 349—Rockawalkin toward Tyaskin—12.6 mi.—Widening—macadam	34,965.29	91,105.57	43.87		126,114.73
2/25/48	B 576-1 (Ho236-1)	Alt. U.S. 40—Rolling Road northwesterly to Patapsco River Bridge and southwesterly to Pine Orchard—4.998 mi.—Concrete surfacing, etc., along Edmondson Ave. (Partial costs, see Ho236-1)	155,735.11	266,981.09	3,864.52		426,580.72
2/25/48	G 155-2	U.S. 219—Third and Cook Sts., in Oakland, northeasterly toward Keyser's Ridge—4.353 mi.—macadam surfacing, etc.	115,481.75	223,720.40	373,052.54	29,980.58	742,235.27
2/25/48	H 315	U.S. 40—Northeast of Aberdeen to Ontario St.—1.59 mi.—Concrete surfacing Pulaski Highway	15,829.05	91,743.15			107,572.50
2/25/48	Ho 236-1 (B576-1)	Alt. U. S. 40—Rolling Road northwesterly to Patapsco River Bridge and southwesterly to Pine Orchard—1.998 mi.—Concrete surfacing, etc., along Edmondson Ave. (Partial costs, see B576-1)	38,614.35	65,991.95			104,606.30
2/25/48	M 433	Md. 28-240—Rt. 28 Rockville to Hunting Hill, and U.S. 240 from Gaithersburg to Brink—7.78 mi.—Surfacing—Asphaltic concrete	113,685.91	13,785.27			127,471.18
2/25/48	P 634	U.S. 301—Priest Bridge through Marlboro—13.4 mi.—Concrete surfacing	80,917.51	49,339.12			130,256.63
2/25/48	Wo 300	U.S. 113—Federal St., Snow Hill southwesterly through Junction of Rt. 756 near Pocomoke—10.65 mi.—Concrete surfacing	114,889.86	95,923.01			210,812.87
2/17/48	A 403	U.S. 40—East limits of Frostburg toward Midland—6.41 mi.—Concrete surfacing	114,569.09	44,076.35			158,645.41
2/17/48	M 430X1	Md. 410—Vicinity of Rock Creek—0.65 mi.—Widening—Spec. "B"	8.46	4,083.57			4,092.03
2/17/48	P 633 (M431)	U.S. 29 and Md. 320-198-195-194—Along Georgia Ave., 0.15 miles—along Carroll Ave., 1.7 mi.-Rt. 320, 2.68 mi.—Flower Ave., 1 mi.—Montgomery Ave. in Laurel, 0.98 mile—6.51 mi. Asphaltic Concrete surfacing	106,863.90	9,823.48	38.07		116,725.45

ITALICS INDICATE RED FIGURES.

EXHIBIT F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

			Expenditures				
Date Authorized	Project Number	Description	Work in Progress July 1, 1948	Fiscal Year 1949	Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	Total
2/10/48	D 212	Md. 335-336—Two sections of Rt. 335—Rt. 336 Honga River Bridge westerly 0.4 mile—2.9 mi. Macadam surfacing	26,355.24	49,347.90			75,703.14
2/10/48	M 430	Md. 410—Georgia Ave. westerly to Wisconsin Ave.—2.4 mi.—Widening—macadam	58,181.25	11,046.08			69,227.33
2/10/48	P 634X1	U.S. 301—Priest Bridge through Marlboro—Preliminary	2,910.59			1,359.61	4,270.20
2/10/48	P 635X1	U.S. 301—T. B. to Lyon's Corner—Preliminary	3,108.56		65.47	413.07	3,587.10
2/10/48	Wi 245-1	Md. 349—Rockawalkin School to Tyaskin—Preliminary	3,789.54	4,805.98			8,595.52
2/10/48	Wo301X1	Berlin to Delaware line—Preliminary	749.74	3,606.26	204.48		4,560.48
2/10/48	AA 391 (C 190)	Md. 416—Wayson's Corner to Sunderland—12.75 mi.—Construction, So. Md. Blvd.—Spec. "B"	10,678.12	154,624.33	36.60		165,339.35
1/31/48	Ho 164-3	U.S. 40—On highway connecting Edmondson Ave. and Columbia Pike—Construction of bridge over Frederick Road	19,016.20	79,355.26	14,817.73		113,189.19
1/29/48	AA 390	Md. 173—Baltimore City line to Forman — 4.13 mi. — Asphaltic concrete surfacing	63,116.09	12,332.49			75,448.58
1/29/48	C 191X	Md. 416—Dunkirk to Chesapeake Beach Road—1.5 mi.—Widening	9,820.11	8,211.10			18,031.21
1/29/48	Co 167X1	Md. 313—Section 8 on Denton Rd.—Widening with gravel and earth	4,123.22	819.31			1,942.53
1/29/48	F 478X	Alt. U.S. 40—Increase visibility at various cross roads in Frederick County		2,228.27			2,228.27
1/29/48	K 164	Md. 20-445—College Ave. in Chestertown to Rt. 445 in Rock Hall thence northerly to Rt. 674—13.25 mi.—Asphaltic concrete surfacing	70,351.79	129,189.48	38,836.89		238,378.16
1/29/48	K 164X1	Chestertown-Rock Hall Road—Preliminary	3,045.32	3.24	43.53		3,092.09
1/21/48	ES 100	Md. 26—West end new concrete Road to Eldersburg—Plans and survey by Thompson, Grace and Mays, Inc., consultants	6,550.01	4,900.64			11,450.65
1/21/48	ES 101	U.S. 140—Near Reisterstown—7 mi.—Plans and survey by Whitman, Requard and Associates, Consultants	8,596.36	5,821.46	1,582.02	11,000.16	27,000.00
1/21/48	ES 102	U.S. 50—General Highway to Crain Highway—10 mi.—Plans and survey by Sandlass, Wieman and Associates, consultants	29,791.14	13,041.91	3,995.10		76,828.15
1/21/48	ES 103	U.S. 40—Magnolia Road to Aberdeen—11 mi.—Plans and survey by J. Spence Howard, consultant	18,566.08	895.87		2,538.05	22,000.00
1/21/48	ES 104	U.S. 40—Sidling Hill Mountain near Hancock—5 mi.—Plans and survey by. C. R. Nuzum, consultant	9,484.67	20,172.98			29,657.65
1/6/48	F 477X	Md. 26—Worman's Mill to Mt. Pleasant, exclusive of section at Israel's Creek—3.74 mi.—Construct shoulders—Spec. "B"	31,741.74	12.15	44.94		31,798.83
12/23/47	B 572X	Md. 148—Providence Road to Baynesville—1.6 mi.—Widening—macadam	6,787.46	2,980.36			9,767.82

EXHIBIT F—Continued

Exhibit F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures: Work in Progress July 1, 1948	Expenditures: Fiscal Year 1949	Expenditures: Fiscal Year 1950	Expenditures: Authorized to Complete Projects in Progress June 30, 1950	Total
12/9/47	S 83-5	U.S. 13—Westover toward Pocomoke—To reimburse the Eastern Shore Public Service Company for costs involved in adjusting their facilities			4,688.00	8,812.00	13,500.00
11/25/47	Q 170-4	Md. 404—Bulkhead of Matapeake Ferry Terminal southeasterly—0.233 mi.—Grading, drainage and surfacing—Penetration macadam	32,312.60	51,338.72			83,651.32
11/25/47	S 164-1	From 1.0 mi. south of Crisfield twd. Sackertown—0.557 mi.—Grading, drainage and surfacing—Stabilized base course	2,086.38	34,174.13	632.26		36,892.77
10/29/47	S 83-3	U.S. 13—North of Penna. R. R. toward Westover—3.606 mi.—Grading, drainage and surfacing—macadam	159,628.33	106,139.81	42,998.04		608,766.18
10/29/47	W 363-3	U.S. 11—Hagerstown southwesterly to Williamsport—4.375 mi.—Surfacing—Asphaltic concrete	1,191.45	91,925.55	25.97		93,142.97
10/28/47	Q 206X1	Md. 404—Wye Mills to Queen Anne—6 mi.—Widen dirt shoulders, and replacement of drainage structures	5,043.18	11,161.96	21,919.32	13,622.51	51,750.00
10/10/47	Ho 221-1	Ilchester and Montgomery Road—Reconstruction of bridge over Bonnie Branch	9,951.08	4,860.41			14,811.49
10/9/47	W 363-2	U.S. 11—Hagerstown, southwesterly to Williamsport—4.375 mi.—Widening—macadam	59,714.36	110,444.86	7,148.80		177,608.02
10/8/47	F 175X	Md. 77—Curb and gutter in Thurmont—Construct macadam backfill and adjust drainage	2,297.67	4,476.25			6,773.92
10/1/47	F 417X3 (W353X3)	U.S. 40—Frederick to Hagerstown—To control erosion by planting and mulch-seeding	7,205.29	666.87			7,872.16
10/1/47	SM 283-1	Md. 249—Construction of bridge near Piney Point	6,955.77	17,131.69	3,051.75		27,439.21
9/23/47	P 604	U.S. 50—Peace Cross easterly to Crain Highway—14.08 mi.—Surfacing—Spec. "B"	413,900.76	1,877.43	45.30		118,823.49
9/11/47	AA 383X	Md. 175—Millersville and Odenton—Widening—Spec. "B"	. . . .	25,966.30	777.17		26,743.77
9/3/47	P 602X	U.S. 1—Installation of fire-traffic signals at College Park	7,433.17	4,105.38	12.79		11,281.31
8/20/47	Q 199-1	Construction of bridge over Wye Narrows to connect Wye Island with mainland	79,887.63	7,251.71			87,139.34
8/19/47	S 83-4	Green Hill toward Pocomoke and Green Hill toward Westover—2.403 mi—Grading drainage and macadam surfacing	28,202.11	271,925.71	28,442.02	10,055.59	338,625.46
8/6/47	SM 281-1	Md. 215—Leonardtown toward Hollywood (Total cost—1949, $16,873.84 and 1950, $16,610.16, contribution of $5,000 and $2,000, respectively, made by Town Commissioners of Leonardtown)—2.301 mi.—Grading, drainage and gravel surfacing	115,743.59	11,873.84	11,610.16		142,227.59
7/29/47	A 395X	Md. 51—From Cumberland City limits along the Uhl Highway—3.21 mi.—Widen water bound macadam with penetration top	. . . .	56,295.43	1,340.40		57,635.83
7/29/47	P 481	Rhode Island Ave. at 38th St.—Widen—macadam	13,724.18	1,300.91	. .		15,025.09

Exhibit F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

			EXPENDITURES				
DATE AUTHORIZED	PROJECT NUMBER	DESCRIPTION	WORK IN PROGRESS JULY 1, 1948	FISCAL YEAR 1949	FISCAL YEAR 1950	AUTHORIZED TO COMPLETE PROJECTS IN PROGRESS JUNE 30, 1950	TOTAL
7/24/47	Wo284 (Wi 230)	U.S. 50-113—Parsonsburg to Worcester County line and from Rt. 113 to Delaware State line—17.37 mi.—Resurfacing—Spec. "B"	94,017.06	144,115.53	8,012.95		246,145.54
7/23/47	AA 360	Md. 2—Balto. City Line to Furnace Branch—3.03 mi.—Resurfacing—Asphaltic concrete	144,673.53	15,835.82			160,509.35
7/23/47	Ce 306 (H 309)	U.S. 40—Principio to Foy's Hill, Elkton to Delaware State Line, along Union Ave. in Havre de Grace and from Aberdeen to intersection of Rt. 7—13.76 mi.—Resurfacing—Spec. "B" (Partial costs see H 309)	275,480.15	30,373.07			305,853.22
7/23/47	G 237	U.S. 50—Gormania to West Va. State Line—9.1 mi.—Construct shoulders—concrete	122,499.27	41,954.95	48.08	27,979.55	192,481.85
7/23/47	H 309 (Ce 306)	U.S. 40—Principio to Foy's Hill, Elkton to Delaware line and along Rt. 7 to Union Ave. in Havre de Grace—13.76 mi.—Resurfacing—Spec. "B" (Partial costs, see Ce 306)	225,392.85	24,850.70			250,243.55
7/23/47	P 595	College Park to Seeks Corner—3.1 mi.—Surfacing of Roadway, University Lane—Asphaltic concrete	110,427.10	9,286.94			119,714.04
7/23/47	AW 599	Hagerstown Traffic Survey (1950 cost totaled $4,555.17. Contribution by city of Hagerstown amounted to $3,666.29)	9,968.61	290.04	888.88		11,147.53
7/10/47	W 353X2	Md. 691—East of Hagerstown to Myersville—68,000 sq. yds.—Stabilize shoulders—Asphalt	18,209.46	266.49			18,475.95
7/ 9/47	M 354-2	0.65 mi.—Georgia Ave.-Colesville Road, surfacing of roadway—concrete	247,780.85	284,962.82	608.99		533,352.66
6/17/47	Wo 293X	U.S. 13—Repairs to cables of drawbridge over Pocomoke River at Pocomoke	4,912.74	346.48	7.65		5,266.87
5/28/47	F 417-2	U.S. 40—A point 2.5 miles west of Frederick and extending 0.115 mile to Frederick—0.115 mi.—Grading, surfacing, etc.—Asphaltic concrete with macadam base	56,627.39	7,861.88			64,489.27
5/ 6/47	P 569	U.S. 1—Paint Branch to D. C. line along Rhode Island Ave. from Hyattsville to 38th St.—5.727 mi.—Asphaltic concrete surfacing and macadam widening	297,578.88	11,363.26	38.73	66,325.06	375,305.93
4/30/47	AA 372	Replace worn out road over South River Bridge—Bituminous				6,440.00	6,440.00
4/30/47	P 424-2	Central Avenue to State Route 4—1.031 mi.—Construction of roadway, Crystal Springs Avenue—Spec. "B"	80,024.02	28,093.76			108,117.78
4/16/47	P 553-1	Construction of culvert on Central Avenue, two miles east of U.S. Route 301	19,292.90	1,866.25			21,159.15
2/ 5/47	D 200X	Md. 331—Hurlock to Ellwood—6.14 mi.—Restore cross-section of gravel shoulders — bituminous mix	9,495.10	1,760.76			11,255.86
2/ 5/47	S 163X	U.S. 13—Wicomico Line to Princess Anne—6.36 mi.—Restore shoulders—bituminous mix	10,487.76	5,257.74			15,745.50

EXHIBIT F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures Work in Progress July 1, 1948	Fiscal Year 1949	Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	Total
2 5 47	Wi 235X	U.S. 13—Somerset County line twd. Salisbury Road—1.3 mi. Restore shoulders—bituminous mix	5,035.89	1,435.97			6,471.86
1 28 47	M 354-4	Silver Springs underpass at Georgia Avenue—Construction	643,081.92	265,655.45			908,737.37
1 21 47	H 316X	Md. 22—Belair from Main St. to Churchville—Preliminary	9,088.05	1,687.78	2,643.76		13,419.59
1 7 47	Wo 245-1	Removal of old Sinepuxent Bay Bridge at Ocean City	69,096.00	46,159.41			115,255.41
12 5 46	AA 368 (B 549)	U.S. 1—Adjacent to Baltimore City—6 mi. Preliminary engineering costs for Baltimore-Washington Freeway	20,401.78	19,184.53	1,020.16		40,606.47
11 6 46	Co 141-2	Bridge over Tuckahoe Creek—Construction (Partial costs, see T 86-3) (Costs prior to 7-1-48 for Co 141-2 totaled $88,554.79 of which Caroline County contributed $30,750.)	57,801.79	100,679.27			158,481.06
10 23 46	AA255-17	Construction of Slip No. 2 and toll booths at Sandy Point Terminal	230,647.38	68,380.49			299,027.87
9 15 46	AA 262-1	Bridge over Stony Creek—Construction (Contributions were made by Baltimore City and Anne Arundel County in the amount of $247,103.80 each)	591,831.91	340,323.65	1,100.61	62,705.33	995,961.50
7 9 46	Q 207	Purchase of properties at Centerville from J. Langrall & Brothers, Inc., and Clara Uhland	2,194.23	1,644.49		1,111.28	5,250.00
7 9 46	Wi 197-1	U.S. 13—Middle Neck Relocation—0.331 mi.—Salisbury-Delmar Road—Construction of Roadway	178,651.51	*2,632.22*	78.84		176,098.16
7 2 46	A 184	U.S. 40—National Pike at Long, three miles west of Cumberland—Preliminary	4,694.84	1,153.20	94.30		5,942.34
7 2 46	F 380	Bridge over Tuscorora Creek on Harmony-Lewiston Road—Preliminary	1,841.51	567.29	3,674.44		6,083.24
7 2 46	G 192-1	Construction of Roadway—Keyser Ridge, Penna. Line Road	3,414.26	4,099.23	250.54		7,764.03
7 2 46	Q 199	Wye Neck to Wye Island—Bridge over Wye Narrows	4,963.92	12.83			4,976.75
7 2 46	Q 206X	Md. 404—Queen Anne to Wye Mills—6.5 mi.—Right of way cost—60′ minimum	10,003.37	4,666.43	3,004.96	1,820.04	19,494.80
7 2 46	T 67-2	Md. 662—Preliminary—Skipton, Wye Mills Road	22,283.61	6,942.95			29,226.56
7 2 46	Wi 133	U.S. 13—Preliminary—Salisbury, Delmar Road	6,173.29	3,300.44	2,792.91		12,266.64
7 2 46	Wi 199	U.S. 50—West toward Mardela and East toward Ocean City—Salisbury By-pass	3,099.67	10,819.31	8,320.53		22,239.51
6 6 46	B 501-2	U.S. 40—Golden Ring to Baltimore City Line—3.332 mi.—Resurfacing—Reinforced concrete	619,650.10	15,937.27			635,587.37
6 6 46	Co 141-1	Md. 328—From 4.8 mi. northeast of Easton through Matthews—4.969 mi.—Gravel surfacing (Partial costs, see T 86-2)	19,661.63	263.05			19,924.68
5 21 46	F 452X	U.S. 40—Between Frederick and Ridgeville—Erect 5,900 ft. of guard fencing	3,857.28	3,424.31			7,281.59
5 7 46	B 450-1 (Cl 250-1)	Northwest of Reisterstown-Hampstead Road toward Westminster—3.086 mi.—Construction of Roadway (Partial costs, see Cl 250-1)	433,207.81	2.70			433,210.51

ITALICS INDICATE RED FIGURES.

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

			EXPENDITURES				
DATE AUTHORIZED	PROJECT NUMBER	DESCRIPTION	WORK IN PROGRESS JULY 1, 1948	FISCAL YEAR 1949	FISCAL YEAR 1950	AUTHORIZED TO COMPLETE PROJECTS IN PROGRESS JUNE 30, 1950	TOTAL
5/7/46	B 450-6 (Cl 250-1)	North Branch Potomac River—Construction of Bridge (Partial Costs, etc., see Cl 250-4) (1949 Costs totaled $14,123.04. Contributions made by Baltimore City amounted to $40,633.74)...	87,146.78	*26,510.70*	....	....	60,636.08
5/7/46	Cl 250-1 (B 450-1)	Northwest of Reisterstown—Hampstead Road towards Westminster—3.086 mi.—Construction of roadway (Partial Costs, see B 450-1)........	433,207.82	2.70	....	....	433,210.52
5/7/46	Cl 250-4 (B 450-6)	North Branch Potomac River—Construction of Bridge (Partial costs, see B 450-6) (1949 costs totaled $14,123.04. Contributions made by Baltimore City amounted to $40,633.74)........	87,146.81	*26,510.70*	....	....	60,636.11
5/7/46	W 353-1	U.S. 40—From 2 mi. southeast of Funkstown to Myersville—8.63 mi. — Surfacing — Reinforced asphaltic concrete........	768,182.33	41,085.16	....	....	809,267.49
5/7/46	Q 170-2	Matapeake Ferry Terminal—Construction........	929,648.28	296,964.61	87.34	....	1,226,700.23
5/7/46	T 67-1	Intersection of Easton—Cordova Road toward Wye Mills—4.001 mi.—Surfacing of road—concrete	427,021.08	208.51	....	....	427,229.59
4/16/46	T 73-1	Point 10.5 miles south of Wye Mills, by-passing Easton, to Peach Blossom Creek—5.752 mi.—Surfacing of roads—concrete........	631,480.55	899.80	....	....	632,380.35
2/6/46	SM 248-1	Construction of bulkhead, St. Mary's River at St. Mary's City (Contributions were made by St. Mary's Female Seminary in the amount of $24,708.31)........	26,534.65	*24,708.31*	*1,954.18*	21,368.84	21,241.00
1/23/46	AA 261-3	Bridge over Spa Creek—Construction........	750,591.00	1,285.62	....	....	751,879.62
12/19/45	W 204-2	Bridge over Potomac River at Sandy Hook (1949 Costs totaled $1,754.82 — Contributions by State Roads Commission of Virginia amounted to $202,647.96)..	830,547.88	*200,893.14*	40.13	223,362.10	853,056.97
12/5/45	W 204-3	0.652 mi.—Construction of road approaches to bridge over Potomac River at Sandy Hook (Concrete).	209,208.89	16.31	....	12,469.51	221,694.71
11/21/45	Ce 165-6	Right of way necessary for project construction by U.S. Government over Chesapeake-Delaware Canal at Chesapeake City........	74,089.39	....	50.92	....	74,140.31
9/11/45	K 146X	Md. 566—Still Pond to Harmony—Surface treatment of roadway...	31,285.27	387.01	....	....	31,672.28
6/19/45	AA 303-1	From Bridge over Little Patuxent River westerly toward Laurel—3.173 mi.—Macadam surfacing..	293,909.50	46,245.46	11,249.41	....	351,404.37
10/24/44	Wo 223-3	Point 2.653 mi. south of Pocomoke City toward Va. State Line—2.339 mi.—Construction of concrete pavement along Pocomoke City—Cape Charles Road........	250,334.17	13,260.77	....	....	263,594.94
10/10/44	Wo 223-2	Pocomoke City toward Va. State Line—2.653 mi.—Resurfacing—Reinforced concrete........	296,302.22	....	6,741.79	....	303,044.01
9/19/44	D 144-1	Near Mt. Holly toward Vienna—4.735 mi.—Construction of reinforced concrete roadway........	489,704.82	12,337.31	....	....	502,042.13

ITALICS INDICATE RED FIGURES.

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures: Work in Progress July 1, 1948	Expenditures: Fiscal Year 1949	Expenditures: Fiscal Year 1950	Expenditures: Authorized to Complete Projects in Progress June 30, 1950	Total
9/19/44	D 141-3	U.S. 50—Approximately 4.735 mi. east of Mt. Holly toward Vienna—3.462 mi.—Construction of reinforced concrete roadway... ...	329,583.20	9,302.49	....	...	338,885.69
12/14/43	A 283-2	U.S. 220—Keyser, West Va. to a point two miles north of McCool—Preliminary engineering costs	21,217.42	20,049.86	3,520.27	.	17,787.55
12/14/43	B 392-1	Wilkens Ave. Extension via Arbutus to Washington Blvd.—Preliminary engineering costs	14,534.55	.	..... .	... ..	14,531.55
12/14/43	Ce 165-1	Construction of road approach to bridge over Chesapeake and Delaware Canal—Preliminary engineering costs.......	720,327.36	28,040.91	287.24	. .	748,655.54
12/14/43	F 425 (M 383)	Rockville to Monocacy River enroute to Frederick—Preliminary engineering costs..............	1,551.02	693.41	23,807.88	123,947.69	150,000.00
12/14/43	M 354-1	Preliminary engineering — Silver Spring underpass and approaches	20,687.23	10.75	.....	......	20,697.98
12/14/43	P 461-1 (Ho 202-1)	Preliminary engineering — Laurel By-pass for one way traffic.....	9,894.80	2,322.52	15,957.53	. ..	28,174.85
12/14/43	P 519	Preliminary engineering—Marlboro By-pass.................	48,150.25	4,296.99	155.74	. ...	52,602.98
12/14/43	T 86-1	Preliminary engineering — Matthews—Tuckahoe Creek Road	8,018.60	87.22	. . .		8,105.82
3/4/42	Co 165X	Md. 313—Goldsboro to Ingleside—7 mi.—Construct shoulders....	74,808.98	465.70	56.23	. ..	75,330.91
Prior to 7/1/48		Miscellaneous projects.......	184,579.26	*110,358.87*	*16,263.90*	8,668.76	66,625.25
... .	AA 255	Whiting-Turner Co. for replacing center rack dolphin at Sandy Pt..	....	10,731.00	....	... . .	10,731.00
....	AA 263-1	Annapolis By-Pass—Construction..	....	2,284.64	2,905.80	....	5,190.44

ITALICS INDICATE RED FIGURES.

EXHIBIT F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures: Work in Progress July 1, 1948	Expenditures: Fiscal Year 1949	Expenditures: Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	Total
.....	AA 368-8	Baltimore - Washington Freeway, Dorsey Intersection Area—Construction	.....	174.26	23,470.09	.....	23,644.35
.....	AA 401	Widening and resurfacing with several grade and curve revisions, between Parole and Mt. Zion on Route No. 2	.....	5,013.76	228.17	.....	5,241.93
.....	AA 401-1	Route No. 2, South River to Parole—Construction	.....	4,446.14	165.17	.....	4,611.31
.....	AA 401-2	Construction—Mt. Zion to Stewart's Corner—Route No. 2	.....	291.55	6,298.90	.....	6,590.45
.....	B 575 (Cl 303)	U. S. Route No. 140, Reisterstown, Westminster—Preliminary	4,026.48	4,524.49	*227.55*	.....	8,323.42
.....	B 578-8	York Road from Shawan Road to Belfast Road, Including Interchange at Shawan Road—Construction	.....	.....	12,974.04	.....	12,974.04
.....	B 581X	Flashing Light Signal at Baltimore and Ohio Railroad crossing on Willow Spring Road	.....	14.90	3,527.32	.....	3,542.22
.....	B 582	Frederick Road through Catonsville—Resurfacing and Drainage	1,742.23	5,492.82	522.73	.....	7,757.78
.....	B 583 (AA395)	U. S. Route No. 301, Baltimore City Line to Belgrove Road—Construction	663.81	3,888.39	1,510.83	.....	6,063.03
.....	C 184-2	Approaches to Bridge over Patuxent River between Halloway Point and Benedict—Construction	.....	.....	14,270.77	.....	14,270.77
.....	C 194	Prince Frederick By-Pass—Preliminary	68.09	5,277.62	10,318.52	.....	15,664.23
.....	C 197	Along Chesapeake Beach Railroad bed from Southern Maryland Boulevard toward North Beach—Preliminary	.....	8,578.89	2,623.09	.....	11,201.98
.....	Co 141-3	Easton, Matthews—Denton Road—Stabilizing Gravel—Construction	.....	55,636.38	.....	.....	55,636.38
.....	Co 209	Route No. 331, Dover Bridge, toward Preston—Widening and Surfacing	17.40	9.82	4,261.81	.....	4,289.03
.....	Cl 304	Route No. 26, West End to Eldersburg—Concrete	713.10	1,625.68	2,351.03	.....	4,689.81
.....	Cl 305	U. S. No. 140—Union Mills to Pennsylvania Line—Resurface	930.75	2,262.54	254.40	.....	3,447.69
	Cl 311X	Flashing Light Station on Route No. 31, Cranberry Station on the Western Maryland Railroad	.....	.....	4,341.84	.....	4,341.84
.....	Ce 318	Chesapeake City toward Galena—Preliminary	.....	.....	7,294.85	.....	7,294.85
.....	Ce 329	Widen U. S. Route No. 22—U. S. Route No. 1 to Pennsylvania Line Construction	.....	.....	3,029.47	.....	3,029.47
.....	Ce 334	U. S. No. 1, from Conowingo toward Pennsylvania State Line—Preliminary	.....	.....	5,619.22	.....	5,619.22
.....	Ch 264-2	Route No. 3, from Thompkinsville to Rock Point—Preliminary	.....	.....	6,859.54	.....	6,859.54
.....	Ch 265-2	Construction of Road from end of Cont. Ch. 265-1-515 to Indian Head	.....	.....	3,378.17	.....	3,378.17
.....	F 425-1	Route No. 240, from Comus Road toward Frederick—Construction	.....	25.28	18,387.16	.....	18,412.44
.....	F 462	Flashlight Signals and Short Arm Gates at Doubs, Md.	.....	.....	10,700.00	.....	10,700.00
.....	F 490	Frederick By-Pass—Preliminary	.....	2,680.75	1,817.57	.....	4,498.32
.....	F 496	U. S. No. 40, West Limits of Middletown to Alternate U. S. No. 40 West of Frederick	.....	635.71	7,472.91	.....	8,108.62
.....	F 508	Widen, Modify Curve and Resurface—Carroll County Line to Woodsboro—Preliminary	.....	.....	6,468.10	.....	6,468.10
.....	G 155-5	Construction—From End of G 155-2 toward McHenry	.....	.....	3,920.47	.....	3,920.47

ITALICS INDICATE RED FIGURES.

EXHIBIT F—Continued

EXHIBIT F—Continued

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures			Authorized to Complete Projects in Progress June 30, 1950	Total
			Work in Progress July 1, 1948	Fiscal Year 1949	Fiscal Year 1950		
	G 248-3	U. S. No. 219—Accident to Flatwoods—Survey by C. R. Nuzum		1,042.74	3,046.73		4,089.47
	H 316-1	Route No. 22, from Main Street in Belair to Churchville—Construction		538.74	20,163.89		20,702.63
	H 323	Route No. 1, Belair to Conowingo—Widening and Resurfacing			5,401.71		5,401.71
	Ho 218-2	Construction—Atholton to Seaggsville			6,020.66		6,020.66
	Ho 234-2	West Friendship to Morgan Road—Construction	122.99	1,361.74	71,845.78		73,330.51
	Ho 243	Route No. 103, Montgomery Road from Columbia Pike toward the Washington Blvd.—Preliminary		3,673.59	245.11		3,918.70
	M 429X	Flashing Light Signals, Baltimore and Ohio Railroad at Forest Glen			9,018.88		9,018.88
	M 435	Georgia Avenue from Colesville Rd. toward Olney—Preliminary	138.65		26,592.51		26,731.16
	M 435-2	Georgia Avenue—Colesville Road to Glenmont Road—Construction			3,716.81		3,716.81
	M 440	Route No. 27, from 2,000 ft. South of Route No. 80 to Brink—Preliminary		1,315.48	236.86		4,552.34
	M 477	For Acquisition of Right of Way for further construction along Western Avenue			11,802.87		11,802.87
	P 586	Meadows—Upper Marlboro Road—Preliminary	14,812.11	63.99			14,876.10
	P 631-3	Crain Highway toward Washington—Construction		2,465.60	1,417.83		3,883.43
	P 644X	Flashing Light Signals and Short Arm Gates at Queensbury Road and B.&O.R.R. in Riverdale			9,940.11		9,940.11
	Q 164X	Centerville—Wye Mills Road—Right of Way—Widening	6,308.78	41.20			6,349.98
	SM 254	Three Notch Road—Hillsville to California		3,058.16			3,058.16
	SM 292	Great Mills to St. Mary's City—Preliminary			3,067.76		3,057.76
	T 127	Route No. 333, Trappe Station to Peach Blossom Creek—Preliminary		983.74	2,461.41		3,445.15
	W 212-1	Cost of Rental from B.&O.R.R. and Maintenance — Harpers Ferry Bridge		20,757.77	17,009.89		37,767.66
	W 380X	Flashing Light Signal at Paramount Across Western Maryland Railroad		4,050.00			4,050.00
	W 395X	Flashing Light Signal at Western Maryland Railroad Crossing on Route No. 64 at Cavetown			4,230.33		4,230.33
	W 399-1	Lappans to Sharpsburg Construction			6,370.26		6,370.26
	Wi 133-5	Construction—Middle Neck Relocation to Leonard's Mill Pond		341.85	117,653.87		117,995.72
	Wi 231	Salisbury—Construction of State Roads Garage	5,827.08	49.68			5,876.76
	Wi 249X	Flashing Lights and Short Arm Gates of Pennsylvania Railroad Crossing on Route No. 351 in Fruitland			18,421.28		18,421.28
	Wo 223-1	Pocomoke—Virginia Line—Preliminary—(Additional Costs)			4,663.67		4,663.67
	Wo 312	Snow Hill toward Berlin—Preliminary			7,450.39		7,450.39

EXHIBIT F—Continued

EXHIBIT F—Concluded

GENERAL CONSTRUCTION AND OPERATING FUND

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures				Total
			Work in Progress July 1, 1948	Fiscal Year 1949	Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	
....	AW 595	Transportation Study in Baltimore Metropolitan Area (Contribution in the amount of $35,315.91 by Baltimore City—Total Cost of Project $106,805.11)	142,121.68	*35,315.91*	....	....	106,805.77
..	....	Miscellaneous Projects..........	504,504.82	*457,999.22*	28,115.05	....	74,620.65
SUMMARY		TOTAL..............	$17,565,073.67	$21,746,579.09	$30,767,080.13	$51,674,787.54	$121,753,520.73
7/1/49 to 6/30/50	....	Projects of the Fiscal Year 1950 ...	$ 77,164.86	$ 370,235.44	$14,065,413.89	$45,087,213.61	$59,600,027.80
7/1/48 to 6/30/49	.....	Projects of the Fiscal Year 1949 ...	444,366.41	6,325,557.35	13,576,826.60	5,259,806.60	25,606,556.99
7/1/47 to 6/30/48	.....	Projects in Progress July 1, 1948...	4,889,713.72	14,348,523.12	2,514,408.03	799,248.72	22,551,923.59
Prior to 6/30/47	....	Projects in Progress July 1, 1947...	11,471,800.68	1,039,239.41	66,763.83	528,518.61	13,106,322.53
....	...	Preliminary Costs, Etc...........	681,997.97	*336,976.23*	543,668.08	....	888,689.82
		TOTAL....................	$17,565,073.67	$21,746,579.09	$ 30,767,080.43	$ 51,674,787.54	$121,753,520.73

NOTE: Figures in italics represent principally the excess of current-year receipts pertaining to expenditures of prior periods over gross current-year expenditures.

EXHIBIT 6

MAINTENANCE FUND

STATEMENT OF EXPENDITURES FOR THE FISCAL YEAR ENDED JUNE 30, 1950

MAINTENANCE COSTS—Schedule 1:			
District No. 1	$ 519,200.63		
District No. 2	617,357.89		
District No. 3	1,025,760.37		
District No. 4	785,323.78		
District No. 5	891,910.62		
District No. 6	794,099.77	$ 4,633,653.06	
Miscellaneous projects (all districts)		142,164.09	$ 4,775,817.15
OTHER COSTS:			
Acquisition of capital properties:			
Lands and buildings	$ 239,009.26		
Engineering equipment	45,625.56		
Office equipment	53,070.15		
Road equipment	315,755.71		
Shop, storeroom, yard and other equipment	36,378 27		
Transportation equipment	89,016.63	$ 778,855.58	
Ocean City beach protection		16,178.66	795 034.24
SIGN PERMIT REVENUE FUND:			
Personal services		$ 5,217.35	
Traveling expenses		280.91	
Passenger car operation		517.93	
Supplies		107.40	
Portion of administrative and general expenses		419.23	6,542.82
TOTAL			$ 5,577,394.21

Exhibit G, Schedule 1

MAINTENANCE FUND

STATEMENT OF MAINTENANCE COSTS, BY DISTRICTS, FOR THE FISCAL YEAR ENDED JUNE 30, 1950

	Total	District					
		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6
DIRECT CHARGES:							
ROADS—SURFACING:							
Patching, Dragging, Base and Sub Base Repairs, and Retreatment	$ 1,040,089.11	$ 89,704.48	$ 108,680.22	$ 286,558.29	$ 175,003.06	$ 183,091.66	$ 197,051.40
Mud Jack Operation	1,449.11	....	....	641.02	89.54	711.65	6.90
TOTAL—ROADS, SURFACING	$ 1,041,538.22	$ 89,704.48	$ 108,680.22	$ 287,199.31	$ 175,092.60	$ 183,803.31	$ 197,058.30
ROADS—OILING:							
Bituminous Material, including costs of application	$ 122,001.22	$ 15,410.58	$ 17,963.51	$ 8,113.90	$ 31,826.00	$ 42,467.82	$ 6,219.41
Cover Material, including costs of application	339,623.78	82,407.84	73,679.32	20,784.67	35,617.43	92,335.52	34,799.00
Sweeping and Rolling	19,041.44	3,234.37	2,120.56	2,830.54	3,824.58	5,339.32	1,692.07
TOTAL—ROADS, OILING	$ 480,666.44	$ 101,052.79	$ 93,763.39	$ 31,729.11	$ 71,268.01	$ 140,142.66	$ 42,710.48
ROADS—SHOULDERS:							
Patching	$ 510,980.51	$ 83,205.10	$ 79,275.40	$ 146,669.64	$ 83,750.65	$ 75,038.44	$ 43,041.28
Dragging	170,119.43	17,165.97	27,902.15	41,322.04	5,193.45	28,874.16	19,661.66
Retreatment	11,820.67	392.50	5,157.24	3,657.95	776.44	29.81	1,806.73
TOTAL—ROADS, SHOULDERS	$ 692,920.61	$ 100,763.57	$ 112,334.79	$ 191,649.63	$ 89,720.54	$ 103,942.41	$ 94,509.67
ROADS—DRAINAGE: (Ditches, Drains and Culvert Cleaning)	$ 518,447.29	$ 25,411.51	$ 68,872.52	$ 96,661.62	$ 88,302.40	$ 174,038.67	$ 65,160.51
DRAINAGE STRUCTURE REPAIRS: (Including Bridges not over 20 ft. Span):							
Bridges and Culverts	$ 57,772.88	$ 10,453.29	$ 2,129.35	$ 13,004.77	$ 15,551.15	$ 1,292.01	$ 15,342.31
Curbs and Gutters	9,994.73	104.05	224.95	1,588.96	3,380.41	1,257.26	3,439.10
Catch Basins, Spillways, and Riprapping	15,581.93	1,432.90	206.53	5,626.60	5,461.75	818.91	2,035.24
TOTAL—DRAINAGE STRUCTURE REPAIRS	$ 83,349.54	$ 11,990.24	$ 2,560.83	$ 20,220.33	$ 24,393.31	$ 3,368.18	$ 20,816.65
STRUCTURE REPAIRS (Other than Drainage Structures):							
Guard Rails	$ 118,180.71	$ 1,570.12	$ 7,420.50	$ 29,770.16	$ 38,910.58	$ 14,566.19	$ 25,943.16
Retaining and Slope Walls	4,637.56	....	127.06	250.52	96.60	88.01	4,075.34
TOTAL—STRUCTURE REPAIRS	$ 122,818.27	$ 1,570.12	$ 7,547.56	$ 30,020.68	$ 39,007.18	$ 14,654.23	$ 30,018.50
ROADSIDES AND DIVIDING PARKWAYS:							
Cutting Grass and Clearing Vegetation	$ 482,531.57	$ 52,151.56	$ 48,302.21	$ 81,728.53	$ 86,490.57	$ 115,577.57	$ 95,281.13
Highway Beautification	24,804.55	389.06	2,450.51	8,431.70	9,995.83	502.03	3,032.42
Widening, Fills, Cuts, and Resetting Fences, Walls, Borders, etc.	37,976.64	579.84	6,166.03	17,839.05	1,396.01	6,290.12	5,705.59
Removal of Debris	71,702.93	3,625.22	7,432.90	24,031.87	15,066.57	5,469.90	16,076.47
TOTAL—ROADSIDES AND DIVIDING PARKWAYS	$ 617,015.69	$ 56,745.68	$ 64,351.65	$ 135,034.15	$ 112,948.98	$ 127,839.62	$ 120,095.61
TRAFFIC SERVICE:							
Highway Signs and Markers	$ 203,670.14	$ 15,905.36	$ 20,370.95	$ 44,044.57	$ 53,913.23	$ 33,954.04	$ 35,481.99
Surface Marking and Guide Lines	125,774.49	10,861.31	18,248.16	29,700.87	25,734.94	15,814.98	25,414.23
Snow Removal	37,001.41	3,621.95	2,162.52	4,521.25	889.03	3,014.93	22,800.73
Ice Treatment	101,280.14	2,801.56	7,554.36	20,952.30	6,804.18	8,183.53	51,984.21
Traffic Count	6,101.85	417.78	694.01	2,377.19	1,373.86	632.61	605.40
Traffic Lights (Operating Costs)	30,151.75	930.23	1,899.07	7,402.13	11,237.27	7,089.09	1,593.96
Erecting and Dismantling Snow Fences	86,504.80	5,021.58	15,251.67	21,567.33	11,807.56	10,284.24	22,572.42
TOTAL—TRAFFIC SERVICE	$ 590,484.58	$ 39,559.77	$ 66,180.74	$ 130,565.64	$ 111,751.07	$ 78,973.42	$ 163,453.94

Exhibit G, Schedule 1—Continued

Exhibit G, Schedule 1—Concluded

MAINTENANCE FUND

STATEMENT OF MAINTENANCE COSTS, BY DISTRICTS, FOR THE FISCAL YEAR ENDED JUNE 30, 1950

		District					
	Total	No 1	No 2	No 3	No 4	No 5	No. 6
Bridges (Over 20 ft. Span):							
Floors	$ 12,893.40	$ 4,322.83	$ 6,477.44	$ 1,193.21	$ 807.64	$ 203.56	$ *114.55*
Balustrades, Head Walls, Abutments, Piers, and Steel Superstructures	14,398.74	188.42	351.58	1,429.27	11,658.09	35.38	732.60
Painting	7,227.67	528.19	163.69	1,681.77	1,977.65	228.97	2,347.40
Lighting & Telephone Service	17,649.00	4,902.45	3,291.05	4,285.65	3,182.59	803.10	883.16
Operation Costs of Draw Bridges	113,547.79	45,712.54	40,525.57	24,058.22	477.59	1,631.30	1,142.66
Total—Bridges	$ 165,716.60	$ 55,654.43	$ 51,112.33	$ 32,655.15	$ 18,403.47	$ 2,900.25	$ 4,990.97
Total—Direct Charges	$ 1 312 957.24	$ 482,452.62	$ 575,401.03	$ 955,735.62	$ 730,887.56	$ 829,662.75	$ 738,814.66
Indirect Charges—Portion of Administrative and General Expenses	320,695.82	36,748.01	41,953.86	70,024.75	54,436.22	62,247.87	55,285.11
Total	$ 1,633,653.06	$ 519,200.63	$ 617,357.89	$ 1,025,760.37	$ 785,323.78	$ 891,910.62	$ 794,099.77

ITALICS INDICATE RED FIGURES.

Exhibit H

MAINTENANCE FUND

STATEMENT OF EXPENDITURES FOR THE FISCAL YEAR ENDED JUNE 30, 1949

Maintenance Costs—Schedule 1:			
District No. 1	$ 579,705.44		
District No. 2	713,098.70		
District No. 3	1,140,521.15		
District No. 4	791,033.15		
District No. 5	966,143.80		
District No. 6	811,705.68	$ 5,002,210.92	
Miscellaneous projects (all districts)		53,725.90	$ 5,055,936.82
Other Costs:			
Acquisition of capital properties:			
Lands and buildings	$ 52,909.16		
Engineering equipment	7,154.82		
Office equipment	33,657.21		
Road equipment	785,572.02		
Shop, storeroom, yard and other equipment	27,913.79		
Transportation equipment	33,157.18		
Signs and Markers	5,314.06	$ 945,678.24	
Ocean City beach protection		5,228.33	
Operation of toll bridges—State Roads Commission's portion:			
Fiscal year ended June 30, 1948	$ 174,250.32		
Fiscal year ended June 30, 1949	85,479.61	259,729.93	1,210,636.50
Sign Permit Revenue Fund:			
Personal services		$ 6,200.79	
Traveling expenses		467.07	
Passenger car operation		887.72	
Supplies		17.80	7,573.38
Total			$ 6,274,146.70

Exhibit H, Schedule 1

MAINTENANCE FUND

STATEMENT OF MAINTENANCE COSTS, BY DISTRICTS, FOR THE FISCAL YEAR ENDED JUNE 30, 1949

		District					
	Total	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6
DIRECT CHARGES:							
ROADS—SURFACING:							
Patching. Dragging, Base and Sub Base Repairs, and Retreatment	$ 1,151,089.47	$ 100,875.00	$ 176,758.07	$ 324,680.90	171,283.80	$ 218.581.57	$ 158,907.13
Mud Jack Operation	6,747.60	....	7.06	778.21	2,211.63	3,750.70	....
TOTAL—ROADS, SURFACING	$ 1,157,837.07	$ 100,875.00	$ 176,765.13	$ 325,459.11	$ 173,495.43	$ 222,335.27	$ 158,907.13
ROADS—OILING:							
Bituminous Material, including costs of application	$ 256,297.40	$ 36,861.14	$ 38,495.55	$ 60,011.42	$ 43,293.83	$ 41,434.87	$ 33,200.59
Cover Material, including costs of application	415,983.24	70,415.28	79,122.50	78,934.97	46,571.56	100,374.30	40,564.63
Sweeping and Rolling	26,220.83	2,829.60	4,264.17	7,433.89	4,249.73	4,039 83	3,403.61
TOTAL—ROADS, OILING	$ 698,501.47	$ 110,106.02	$ 121,882.22	$ 146,380.28	$ 94,115.12	$ 148,849.00	$ 77,168.83
ROADS—SHOULDERS:							
Patching	$ 529,791.95	$ 117,760.46	$ 70,315.07	$ 124,357.61	$ 70,901.78	$ 103,723.38	$ 42,733.65
Dragging	154,617.52	19,958.81	24,856.27	41,559.27	4,572.14	26,151.48	37,519.55
Retreatment	2,828.00	431.43	134.10	2,070.82	93.49	64.06	34.10
TOTAL—ROADS, SHOULDERS	$ 687,237.47	$ 138,150.70	$ 95,305.44	$ 167,987.70	$ 75,567.41	$ 129,938.92	$ 80,287.30
ROADS—DRAINAGE (Ditches, Drains and Culvert Cleaning)	$ 524,592.86	$ 36,426.96	$ 70,512.86	$ 81,236.40	$ 92,050.41	$ 192,968.11	$ 51,398.12
DRAINAGE STRUCTURE REPAIRS (Including Bridges not over 20 ft. Span):							
Bridges and Culverts	$ 44,530.09	$ 13,336.27	$ 3,366.81	$ 10,262.81	$ 3,267.86	$ 1,466.35	$ 12,829.99
Curbs and Gutters	11,055.41	....	234.55	4,328.67	1,670.20	3,996.76	825.23
Catch Basins, Spillways, and Riprapping	16,560.02	690.51	405.76	4,704.78	5,190.94	1,665.82	3,902.21
TOTAL—DRAINAGE STRUCTURE REPAIRS	$ 72,145.52	$ 14,026.78	$ 4,007.12	$ 19,296.26	$ 10,129.00	$ 7,128.93	$ 17,557.43
STRUCTURE REPAIRS (Other than Drainage Structures):							
Guard Rails	$ 101,855.16	$ 1,013.32	$ 6,418.77	$ 13,991.58	$ 26,610.12	$ 25,717.11	$ 28,074.26
Retaining and Slope Walls	3,461.24	5.20	....	365.47	891.70	700.98	1,497.89
TOTAL—STRUCTURE REPAIRS	$ 105,316.40	$ 1,018.52	$ 6,418.77	$ 14,357.05	$ 27,501.82	$ 26,418.09	$ 29,572.15
ROADSIDES AND DIVIDING PARKWAYS:							
Cutting Grass and Clearing Vegetation	$ 360,367.52	$ 31,091.27	$ 37,661.41	$ 61,980.13	$ 67,827.13	$ 69,238.70	$ 92,568.88
Highway Beautification	30,695.50	565.04	3,490.21	18,155.78	7,936.20	386.58	161.69
Widening, Fills, Cuts, and Resetting Fences, Walls, Borders, etc.	43,308.68	8,107.32	6,289.39	15,688.82	2,461.76	3,626.02	7,135.37
Removal of Debris	48,420.52	8,562.74	4,709.17	11,346.70	6,292.44	5,469.42	12,040.05
TOTAL—ROADSIDES AND DIVIDING PARKWAYS	$ 482,792.22	$ 48,326.37	$ 52,150.18	$ 107,171.43	$ 84,517.53	$ 78,720.72	$ 111,905.99
TRAFFIC SERVICE:							
Highway Signs and Markers	$ 175,532.43	$ 13,784.21	$ 18,266.79	$ 38,771.37	$ 41,241.53	$ 26,152.06	$ 37,316.47
Surface Marking and Guide Lines	147,552.05	2,707.16	10,731.52	29,146.16	34,265.94	20,635.92	50,065.35
Snow Removal	110,721.02	3,395.83	14,968.83	25,548.71	23,861.88	9,583.72	33,362.05
Ice Treatment	139.966.51	1,346.63	16,712.66	32,493.05	27,581.16	9,328.24	52,504.77
Traffic Count	8,928.98	1,031.32	1,145.92	1,850.10	2,626.10	935.21	1,340.33
Traffic Lights (Operating Costs)	28,486.00	573.32	2,126.35	6,733.68	11,046.26	7,168.39	838.00
Erecting and Dismantling Snow Fences	100,425.41	6,516.73	16,806.45	25,524.60	14,492.87	10,012.73	27,072.03
Snow Fence Replacements	38,106.24	4,911.32	5,165.17	4,852.39	5,307.81	1,604.07	16,265.48
TOTAL—TRAFFIC SERVICE	$ 749,718.64	$ 34,266.52	$ 85,923.69	$ 164,920.06	$ 160,423.55	$ 85,420.34	$ 218,764.48

Exhibit H, Schedule 1—Continued

EXHIBIT H, Schedule 1—Concluded

MAINTENANCE FUND

STATEMENT OF MAINTENANCE COSTS, BY DISTRICTS, FOR THE FISCAL YEAR ENDED JUNE 30, 1949

		DISTRICT					
	TOTAL	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6
BRIDGES (Over 20 ft. Span):							
Floors	$ 14,996.52	$ 2,351.00	$ 4,038.62	$ 833.54	$ 2,852.81	$ 589.56	$ 4,330.99
Balustrades, Head Walls, Abutments, Piers, and Steel Superstructures	15,211.32	1,190.63	1,762.73	2,559.30	7,802.74	451.54	1 444.38
Painting	8,047.45	634.90	444.59	2,031.07	2,880.94	829.96	1,225.99
Lighting & Telephone Service	19,259.37	5,664.25	2,041.00	7,414.85	2,777.21	622.71	736.35
Operation Costs of Draw Bridges	104,804.90	45,061.96	39,705.91	18,243.40	67.29	1,726.34	...
TOTAL—BRIDGES	$ 162,319.56	$ 54,902.74	$ 47,995.85	$ 31,082.16	$ 16,380.99	$ 4,220.11	$ 7,737.71
TOTAL—DIRECT CHARGES	$ 4,640,461.21	$ 538,099.61	$ 660,961.26	$ 1,057,890.45	$ 734,181.26	$ 896,029.49	$ 753,299.14
INDIRECT CHARGES—Portion of Administrative and General Expenses	361,749.71	41,605.83	52,137.44	82,633.70	56,851.89	70,114.31	58,406.54
TOTAL	$ 5,002,210.92	$ 579,705.44	$ 713,098.70	$ 1,140,524.15	$ 791,033.15	$ 966,143.80	$ 811.705.68

EXHIBIT I

COUNTY MAINTENANCE FUNDS

STATEMENT OF EXPENDITURES FOR MAINTENANCE OF COUNTY ROAD SYSTEMS FOR THE FISCAL YEAR ENDED JUNE 30, 1950

	TOTAL	ROADWAYS	ROADSIDE AND GRADE	DRAINAGE STRUCTURE FACILITIES	BRIDGES	OILING	SNOW REMOVAL	VACATION, SICK AND MILITARY LEAVE	COMPENSATION INSURANCE	RETIREMENT CONTRIBUTION	SUPPLIES, ETC., FOR COUNTY ROAD EQUIPMENT	MISCELLANEOUS	PORTION OF ADMINISTRATIVE & GENERAL EXPENSES
CALVERT COUNTY	$ 82,766.67	$ 33,391.08	$ 16,337.06	$ 7,809.15	$ 3,788.52	$ 10,619.39	$ 10.44	$ 2,232.40	$ 292.68	$ 545.10	$ 2,148.84	$ 237.00	$ 5,355 01
CAROLINE COUNTY	135,265 52	17,966 38	66,007 61	18,360 45	7,609.47	2,372.60	73.43	6,172.41	1,017.24	2,556.45	1,936.93	2,518.93	8,673.62
CECIL COUNTY	194,635.04	74,329.22	41,673.88	20,400.89	12,933.96	10,413.86	....	11,540.97	2,119.17	3,887.77	169.13	1,791.98	12,374.21
CHARLES COUNTY	150,706.58	61,276.69	20,736.80	31,650.76	3,968.56	12,793.04	1,139.82	5,055.37	921.65	1,883.97	1,140.97	517.76	9,621.19
KENT COUNTY	98,129.07	31,192.52	23,853.95	18,826.80	2,122.71	6,140.78	69.60	5,568.22	1,222.44	2,464.52	40.93	333.95	6,292.65
QUEEN ANNE'S COUNTY	174,181.49	41,387.52	48,123.75	15,463.64	3,265.17	23,171.66	....	8,324.57	1,591.46	3,593.45	15,381.97	2,703.51	11,174.79
ST. MARY'S COUNTY	154,674.00	66,264.63	35,433.40	5,590.39	720.34	21,852.72	396.60	7,077.71	1,304.61	2,924.34	3,020.70	160.22	9,928.40
SOMERSET COUNTY	119,361.15	29,037.19	5,271.73	23,557.74	8,824.88	32,642.52	....	5,719.14	773.02	2,657.09	831.25	2,506.04	7,537.25
TALBOT COUNTY	135,528.55	35,528.72	39,658.35	28,542.49	3,104.06	6,671.92	....	4,791.33	970.19	2,263.87	4,412.11	902.35	8,683.16
WICOMICO COUNTY	191,376.60	59,335.23	14,537.03	23,415.17	19,659.83	15,580.14	....	9,208.33	1,620.31	3,895.28	160.95	1,403.42	12,260.61
WORCESTER COUNTY	185,461.15	42,136.64	23,773.07	27,325.83	31,516.23	32,853.02	....	8,656.21	1,588.01	3,988.15	1,565.96	474.43	11,583.60
TOTAL	$1,622,085.88	$491,846.12	$338,409.63	$220,943.61	$ 97,513.73	$205,111.65	$1,689.89	$74,346.66	$13,420.78	$30,659.99	$31,109.74	$13,549.59	$103,484.49

EXHIBIT J

COUNTY MAINTENANCE FUNDS

STATEMENT OF EXPENDITURES FOR MAINTENANCE OF COUNTY ROAD SYSTEMS FOR THE FISCAL YEAR ENDED JUNE 30, 1949

	TOTAL	ROADWAYS	ROADSIDE AND GRADE	DRAINAGE STRUCTURE FACILITIES	BRIDGES	OILING	SNOW REMOVAL	VACATION, SICK, AND MILITARY LEAVE	COMPENSATION INSURANCE	MISCELLANEOUS	PORTION OF ADMINISTRATIVE AND GENERAL EXPENSES
CALVERT COUNTY	$ 69,360.45	$ 22,024.42	$ 12,090.75	$ 7,705.72	$ 3,343.07	$ 14,076.45	$ 36.51	$ 1,670.83	$ 389.02	$ 2,920.76	$ 5,102.92
CAROLINE COUNTY	138,129.93	13,484.14	70,808.26	20,568.96	2,142.47	6,003.16	....	5,583.10	966.02	8,416.57	10,127.25
CECIL COUNTY	167,400.38	62,555.28	33,931.16	14,196.33	14,860.41	17,185.00	59.58	8,028.87	2,114.99	2,297.24	12,171.52
CHARLES COUNTY	160,596.86	73,730.96	10,349.15	29,229.41	7,636.18	17,217.13	....	4,313.07	1,058.96	5,843.58	11,218.12
KENT COUNTY	117,818.87	53,636.27	22,448.24	17,639.53	1,997.31	5,384.91	26.49	5,796.34	1,553.93	733.29	8,602.56
QUEEN ANNE'S COUNTY	210,142.72	46,122.58	53,233.20	17,995.66	13,983.02	41,127.95	441.12	6,647.72	1,687.68	10,641.72	15,262.07
ST. MARY'S COUNTY	153,712.99	63,251.23	25,749.16	3,846.57	2,589.46	33,804.76	....	6,721.19	1,345.26	2,109.79	11,292.27
SOMERSET COUNTY	102,916.87	36,572.53	869.52	27,391.58	8,171.48	13,362.16	....	6,129.61	872.84	2,066.76	7,480.39
TALBOT COUNTY	317,626.89	90,846.53	49,994.68	30,974.35	7,673.23	100,234.29	1.83	7,500.54	1,663.65	5,306.77	23,431.02
WICOMICO COUNTY	209,322.70	59,260.68	12,100.46	27,590.75	23,180.18	60,673.73	....	8,606.74	2,516.71	67.39	15,326.06
WORCESTER COUNTY	174,173.84	42,847.68	11,760.78	23,327.96	9,587.22	63,235.93	....	8,287.29	1,870.92	706.44	12,549.62
TOTAL	$ 1,821,202.50	$564,332.30	$303,335.36	$220,466.82	$ 95,164.03	$378,305.47	$ 565.53	$ 69,288.60	$ 16,039.98	$ 41,140.31	$132,564.10

EXHIBIT K

COUNTY MAINTENANCE FUNDS

STATEMENT OF PROJECT AND OTHER EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

			EXPENDITURES				
DATE AUTHORIZED	PROJECT NUMBER	DESCRIPTION	PRIOR TO JULY 1, 1948 On work incomplete at that date)	FISCAL YEAR 1949	FISCAL YEAR 1950	AUTHORIZED TO COMPLETE PROJECTS IN PROGRESS JUNE 30, 1950	TOTAL
	AA	ANNE ARUNDEL COUNTY					
7/1/41	292-1	Road Reconstruction, Bartis Store—Conway	$ 50,206.99	$ 5,838.46			$ 56 045.45
7/1/41	293-1	Road Reconstruction, Chinquapin—Round	31,421.35	16,256.89	$ 2,023.89		49,705 13
....		Direct Payment to Anne Arundel County			997.82		997.82
		CAROLINE COUNTY					
....		Payment on Account of Costs on Project CO 203X—215 for Maintenance of Hunting Creek Bridge		237.08			237.08
		CARROLL COUNTY					
....		Direct Payment to Carroll County		234.00			234.00
		CHARLES COUNTY					
....		Payment on Account of Costs on Project Ch 266X—515 for Allotment to Incorporated Town of Indian Head		336.73			336.73
		MONTGOMERY COUNTY					
......		Direct Payment to Montgomery County		12,080.91			12,080.91
		PRINCE GEORGE'S COUNTY					
.		Direct Payment to Prince George's County		500.00			500.00
	T	TALBOT COUNTY					
5/3/50	57-1	Surface Treat Certain Roads in Talbot County			30,419.21	$ 37,764.74	68,183.95
		TOTAL	$ 81,631.34	$ 35,484.07	$ 33,440.92	$ 37,764.74	$188,321.07

EXHIBIT L

COUNTY CONSTRUCTION FUNDS

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures				Total
			Prior to July 1, 1948 (On work incomplete at that date)	Fiscal Year 1949	Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	
	A	ALLEGANY COUNTY					
7/29/47	381-1	Vocke Road—Construction of Roadway	$ 39,378.70	$ 2,743.53	$ 75.67		$ 42,197.90*
	382	Mill Run Road—Preliminary			521.65		521.65
	382-1	Mill Run Road—Construction			216.81		216.81
	387	North Branch Crossing Elimination—Additional Cost		119.49			119.49*
6/ 1/49	388-1	Frostburg—Midlothian Road—Construction of Roadway		824.15	47,906.62		48,730.77*
	423	Lower Town Creek Road—Preliminary			4,349.56		4,349.56
	423-1	Lower Town Creek Road—Construction			404.49		404.49
	424	Williams Road—Preliminary			5,622.41		5,622.41
	424-1	Williams Road—Construction			1,226.03		1,226.03
		TOTAL	$ 39,378.70	$ 3,687.17	$ 60,323.24		$ 103,389.11
	AA	ANNE ARUNDEL COUNTY					
11/10/48	242-1	Friendship—Old Colony Cove Road—Construction of Roadway	$ 7,206.05	$ 78,992.59	$ 96,193.00		$ 182,391.64
2/17/49	242-3	Adjustment to Property of H. B. Leary, Jr.		2,272.18	245.03		2,517.51*
	397	Botts Hill—Foreman Road—Preliminary	1,277.34	4,665.13	900 66		6,843 13
	397-1	Botts Hill—Foreman Road—Construction		3,256.28	3,332.42		6,588.70
	398	Davidsonville—Birdsville Road—Preliminary			8,779.87		8,779.87
	398-1	Davidsonville—Birdsville Road—Construction			5,570.05	$ 1,289.95	6,860.00
2/17/49	407X	Post Graduate School to Taylor Avenue—Reconstruction			11,755.01		11,755.01
	412	Improvements to Queens Creek Bridge		337.68	967.36		1,305.04
		TOTAL	$ 8,483.39	$ 89,524.16	$ 127,743.40	$ 1,289.95	$ 227,040.90
	B	BALTIMORE COUNTY					
	470	Butler Road—Preliminary	$ 20,473.66	$ 1,290.39			$ 21,764.05*
6/ 9/48	470-2	Butler Road—Construction of Roadway	24,771.78	348,402.31	$ 1,183.18		374,357.27
4/ 9/47	470-3	Butler Road Bridge at Glyndon—Construction	183,799.54	125,824.97	3,688.71	$ 499.20	313,812.42
	470-4	Butler Road—Lowering Water Mains	15.83				15.83
10/6/48	470-6	Butler Road—Adjustment to Glyndon Women's Club Property	63.19	3,664.41			3,727.60
3/ 1/50	470X7	Butler Road—To Satisfy Right of Way Agreement on Contract B470-2			206.66	23.34	230.00
		TOTAL	$ 229,124.00	$ 479,182.08	$ 5,078.55	$ 522.54	$ 713,907.17
	CO	CAROLINE COUNTY					
	140-1	Greensboro—Burrsville Road, Construction—Additional Cost		$ 3.35			$ 3.35*
6/ 9/48	140-3	Greensboro—Burrsville Road—Construction of Roadway	$ 4,166.40	48,244.06			52,410.46*
7/13/49	140-5	Adjustment to the Property of Rosa Hurd			$ 2,242.44		2,242.44*
5/11/50	140-6	Greensboro—Burrsville Road—Bituminous Stabilization			380.09	$ 29,355.66	29,735.75
5/18/50	140-7	Greensboro—Burrsville Road—Stabilizing			477.26	20,502.49	20,979.75
	141-2	Tuckahoe Creek Bridge—County's Share of Project Costs		3,959.07			3,959.07*
	179-1	Ridgely Bypass			13.31		13.31
9/26/46	180-1	Federalsburg—Smithville Road—Construction of Roadway	79,327.90	233.89			79,561.79*
	180-2	Federalsburg—Smithville Road—Additional Cost		21.16			21.16*
11/17/48	180-3	Federalsburg—Smithville Road—Construction		18,934.00	6,015.64		24,949.64*
	190	Hunting Creek Bridge—Preliminary	653.87	702.20			1,356.07*
11/17/48	190-1	Hunting Creek Bridge—Construction		15,855.22	6,415.73		22,270.95*
1/ 5/49	190-2	Caroline County Approach to Hunting Creek Bridge—Construction		26,540.26			26,540.26*
	191	Back Landing Bridge—Preliminary	300.84				300.84*
	215	Andersontown to Maryland Route 313—Preliminary		9,480.57	*9,480.57*		
9/ 8/49	215-1	Andersontown toward Federalsburg—County's share of project costs			103,516.91		103,516.91
		TOTAL	$ 84,449.01	$ 123,973.78	$ 109,580.81	$ 49,858.15	$ 367,861.75

EXHIBIT L—Continued

* Indicates closed products.

ITALICS INDICATE RED FIGURES.

EXHIBIT L—Continued

COUNTY CONSTRUCTION FUNDS

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures				Total
			Prior to July 1, 1948 (On work incomplete at that date)	Fiscal Year 1949	Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	
	CL	CARROLL COUNTY					
	259-1	Detour—Keysville Road—Additional Cost			$ 22.59		$ 22.59*
8/ 6/47	278-1	Coopersville—Trevanion Road—Construction of Roadway	$ 60,973.25	$ 8,937.83			69,911.08*
9/11/46	282-1	Baust Church Road—Construction of Roadway	65,763.81				65,763.81*
3/29/48	283-1	Washington Road—South From Barrett—Construction	17,113.48	18,998.17			36,111.95*
10/16/46	288-1	Hampstead—Mexico Road—Construction of Roadway	162,147.48	341.02	*1,396.57*		161,091.93*
	315-1	Avondale—Warfieldsburg Road—Construction			45.47		45.47
	316	Six Bridges Road—Preliminary			221.20		221.20
5/18/50	316-1	Six Bridges Road—Construction			2,251.51	$ 10,992.88	13,247.42
	319	Route 622 Near Avondale Toward Warfieldsburg—Preliminary			2,265.64		2,265.64
	319-1	Route 622 Near Avondale Toward Warfieldsburg—Construction			305.55		305.55
		TOTAL	$ 305,998.02	$ 28,277.32	$ 3,718.42	$ 10,992.88	$ 348,986.64
	CE	CECIL COUNTY					
	229	Childs—Pleasant Hill Road—Preliminary	$ 6,139.65	$ 9.86			$ 6,149.51*
6/ 6/47	229-1	Childs—Pleasant Hill Road—Construction of Roadway	52,651.19	85,971.61	$ 34,100.85		172,723.65*
9/ 8/49	229-2	Childs—Pleasant Hill Road—Resurfacing		25.59	24,546.85		24,572.44*
	283	Elk Mills—Delaware Line Road—Preliminary			*499.00*		*499.00**
7/ 8/47	283-1	Elk Mills—Delaware Line Road—Construction, Additional Cost	8.65				8.65*
10/24/46	289-1	Elk Mills—Creek Bridge—Construction	46,201.32	3,654.02			49,855.34*
7/ 8/47	291-1	Maryland Route 269 At Colora Road—Construction of Roadway	4,895.02	1,535.76	55.37		6,486.15*
9/10/48	305-1	Bridge Over Little Elk Creek—Construction		51,143.10	6,481.58		57,624.68*
4/26/50	335X	Surface Treatment of Several Roads			10,577.39	$ 38,047.19	48,624.58
		TOTAL	$ 109,895.83	$ 142,339.94	$ 75,263.04	$ 38,047.19	$ 365,546.00
	CH	CHARLES COUNTY					
5/ 1/47	249-1	Chicamuxen—Riverside Road—Construction of Roadway	$ 103,373.83	$ 83,519.08	$ 10,808.03		$ 197,700.94*
		TOTAL	$ 103,373.83	$ 83,519.08	$ 10,808.03		$ 197,700.94
	D	DORCHESTER COUNTY					
7/20/49	102-1	Slaughter Creek Bridge—County's share of project costs			$ 85,523.54		$ 85,523.54*
9/26/46	164-1	Bucktown Road—Construction of Roadway	$ 103,350.53	$ 59,251.66			162,602.19*
	195-1	Indiantown Road—Preliminary	717.29	11.18			728.47*
7/15/47	195-2	Indiantown Road—Construction of Roadway	49,295.54	4,389.51			53,685.05*
4/22/47	195X3	Adjusting Tracks of Pennsylvania Railroad		560.18			560.18*
6/16/48	195-4	Vienna—Brookview Highway Improvement		181.42			181.42*
	198	Hunting Creek Bridge—Preliminary	86.63	640.85			727.48*
11/17/48	198-1	Hunting Creek Bridge—Construction		15,782.43	6,101.49		22,183.92*
	199	Back Landing Bridge—Preliminary	330.13				330.13*
		TOTAL	$ 153,780.12	$ 80,817.23	$ 91,925.03		$ 326,522.38

* Indicates closed projects.

ITALICS INDICATE RED FIGURES.

EXHIBIT L—Continued

EXHIBIT L—Continued

COUNTY CONSTRUCTION FUNDS

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

			EXPENDITURES				
DATE AUTHORIZED	PROJECT NUMBER	DESCRIPTION	PRIOR TO JULY 1, 1948 (On work incomplete at that date)	FISCAL YEAR 1949	FISCAL YEAR 1950	AUTHORIZED TO COMPLETE PROJECTS IN PROGRESS JUNE 30, 1950	TOTAL
	F	FREDERICK COUNTY					
		Advances to Frederick County		$ 70,216.62	$ 91,435.49		$ 161,652.11*
		TOTAL		$ 70,216.62	$ 91,435.49		$ 161,652.11
	G	GARRETT COUNTY					
	195	Kelsco Gap—Gorman Road—Preliminary	$ 1,732.81	$ 17.39	$ 206.14		$ 1,956.34*
5/13/48	195–1	Route 560—Surfacing	11,166.47	93,828.50	173,281.62	$ 34,796.86	313,073.45
	233	Oakland—Grantville Road—Construction of Roadway	30.85				30.85
		TOTAL	$ 12,930.13	$ 93,845.89	$ 173,487.76	$ 34,796.86	$ 315,060.64
	H	HARFORD COUNTY					
	257	Castleton Road—Preliminary		$ 7,896.93	$ 2,061.86		$ 9,958.79
1/18/50	257–1	Flintville—Castleton Road—Surfacing		348.71	70,848.16	$ 185,340.00	256,536.87
	319	Hickory to Fountain Green—Preliminary		2,407.10	4,096.06		6,503.16
4/26/50	319–1	Hickory to Fountain Green—Surfacing			6,684.59	152,728.41	159,413.00
	324	Criswell to Maryland Route 17—Preliminary			1,601.53		1,601.53
	324–1	Criswell to Maryland Route 17—Construction			1,077.20		1,077.20
		TOTAL		$ 10,652.74	$ 86,369.40	$ 338,068.41	$ 435,090.55
	HO	HOWARD COUNTY					
10/ 8/48	223–1	Old Whiskey Bottom Road—Construction of Roadway	$ 599.39	$ 13,711.95	$ 48,417.90	$ 5,913.71	$ 68,642.95
		TOTAL	$ 599.39	$ 13,711.95	$ 48,417.90	$ 5,913.71	$ 68,642.95
	K	KENT COUNTY					
8/14/46	131–1	Galena—Sassafras Road—Construction of Roadway—Section I	$ 39,333.24	$ 20.25			$ 39,353.49*
5/21/47	131–2	Galena—Sassafras Road—Construction of Roadway—Section II	106,319.58	12,253.96	$ 56.71		118,630.25*
6/16/48	131–3	Galena—Sassafras Road—Stabilize Roadway	382.21	36,435.58	807.06		37,624.85*
6/ 2/48	131–4	Galena—Sassafras Road—Reshape Slope Areas	13.91	4,079.10			4,093.01*
	168	Flatland Road—Preliminary		3,774.71	789.01		4,563.72
8/ 3/49	168–1	Flatland Road—Construction		733.73	44,482.89	7,096.15	52,312.77
3/29/50	168–2	Stabilizing State Route 20 Near Chestertown			421.33	22,298.07	22,719.40
	168–3	Flatland Road—Extension of K168–1—Construction			304.79		304.79
5/10/50	182	Surface Treatment of Several Roads			3,584.48	6,247.23	9,831.71
		TOTAL	$ 146,048.94	$ 57,297.33	$ 50,446.27	$ 35,641.45	$ 289,433.99
	M	MONTGOMERY COUNTY					
7/21/48	398	River Road—Construction of Roadway	$ 2,782.65	$ 275,740.22	$ 63,145.55		$ 341,668.42*
		TOTAL	$ 2,782.65	$ 275,740.22	$ 63,145.55		$ 341,668.42

* Indicates closed projects.

EXHIBIT L—Continued

EXHIBIT L—Continued

COUNTY CONSTRUCTION FUNDS

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

Date Authorized	Project Number	Description	Expenditures				Total
			Prior to July 1, 1948 (On work incomplete at that date)	Fiscal Year 1949	Fiscal Year 1950	Authorized to Complete Projects in Progress June 30, 1950	
	P	PRINCE GEORGE'S COUNTY					
4/17/47	558	Gunpowder Road—Construction of Roadway	$ 34,216.47	$ 10,250.32			$ 44,466.79*
4/17/47	559	Colesville Road—Construction of Roadway	21,308.26	5,587.91			26,896.17*
9/12/47	560	Woodyard Road—Construction of Roadway	18,643.95	38,578.60			57,222.55*
4/17/47	561	Rosaryville Road—Construction of Roadway	48,062.85	13,295.73			61,358.58*
12/16/47	562	Wheeler Road—Construction of Roadway	8,108.57	5,792.32			13,900.89*
1/22/48	571	Dr. Fox's Road—Construction of Roadway	8,619.15	17,768.56			26,387.71*
10/23/47	572	Hopkins Farm Road—Construction of Roadway	10,369.13	7,439.30			17,808.73*
11/14/47	573	Telegraph Road—Construction of Roadway	4,448.41	28,804.79			33,253.20*
2/10/49	577	Swann Road—Construction of Roadway		29,690.94	$ 38,088.45		67,779.39*
10/8/47	603	Queen's Chapel Road—Construction of Roadway	44,045.26	47,333.42			91,378.68*
		TOTAL	$ 197,822.35	$ 204,511.89	$ 38,088.45		$ 440,452.69
	Q	QUEEN ANNE'S COUNTY					
	108	Centreville—Wye Mills Road—Preliminary	$ 6,151.63	$ 2.36			$ 6,153.99*
8/4/48	108-1	Centreville—Wye Mills Road—Construction of Roadway	923.67	43,384.88	$ 6,272.87		50,581.42*
6/1/49	108-3	Queen Anne—Star Road—Stabilization		734.98	23,451.17		24,186.15*
8/22/46	113-2	Centreville—Ruthsburg Road—Construction of Roadway	57,464.21	5,864.01	4,303.21		67,631.43*
	154-1	Millington—Crumpton Road—Construction of Roadway			266.11		266.11
	156	Church Hill—Barclay Road—Preliminary		264.21	5.28		269.49
	156-1	Church Hill—Barclay Road—Additional Cost		44.78			44.78*
	175-1	Ingleside Towards Roe—Construction—Additional Cost		147.60			147.60*
4/12/50	238X	Double Surface Treatment of Several Roads			15,538.08	$ 27,499.50	43,037.58
		TOTAL	$ 64,539.51	$ 50,442.83	$ 49,836.71	$ 27,499.50	$ 192,318.55
	S	SOMERSET COUNTY					
	76-1	Rehobeth—Pocomoke Road—Surfacing			$ 273.66		$ 273.66
8/30/46	151-1	Revell's Neck Road—Construction of Roadway	$ 27,976.08	$ 773.36	34.50		28,783.94*
6/2/47	152-1	East Princess Anne Road—Construction of Roadway	26,623.73	6,151.47			32,775.20*
	158	Kings Creek—Dublin Road—Preliminary	1,825.05	15.94			1,840.99*
6/24/47	158-1	Kings Creek—Dublin Road—Construction of Roadway	8,715.74	24,767.66			33,483.40*
10/22/47	159-1	West Over—Upper Fairmount Road—Construction	456.95	30,085.61			30,542.56*
		TOTAL	$ 65,597.55	$ 61,794.04	$ 308.16		$ 127,699.75
	T	TALBOT COUNTY					
	116-1	Airport Road to Easton Airport—Construction of Roadway	$ 276.53				$ 276.53*
	117	Bridge Over King Creek—Preliminary	1,398.71	$ 14.59			1,413.30*
5/26/48	117-1	Bridge Over King Creek—Construction	322.08	25,530.49			25,852.57*
		TOTAL	$ 1,997.32	$ 25,545.08			$ 27,542.40

* Indicates closed projects.

EXHIBIT L—Continued

EXHIBIT L—Concluded

COUNTY CONSTRUCTION FUNDS

STATEMENT OF PROJECT EXPENDITURES FOR THE FISCAL YEARS ENDED JUNE 30, 1949 AND 1950

DATE AUTHORIZED	PROJECT NUMBER	DESCRIPTION	EXPENDITURES				TOTAL
			PRIOR TO JULY 1, 1948 (On work incomplete at that date)	FISCAL YEAR 1949	FISCAL YEAR 1950	AUTHORIZED TO COMPLETE PROJECTS IN PROGRESS JUNE 30, 1950	
	W	WASHINGTON COUNTY					
1/30/47	183-3	Hollow Road—Construction	$ 67,727.94	$ 4,739.02			$ 72,466.96*
		TOTAL	$ 67,727.94	$ 4,739.02			$ 72,466.96
	WI	WICOMICO COUNTY					
....	145	Bridge on Powellville—Libertytown Road		$ 993.01			$ 993.01
....	229	Shad Point Bridge and Dam—Preliminary	$ 2,757.61	102.62			2,860.23*
8/20/47	229-1	Shad Point Bridge and Dam—Construction	41,314.26	23,084.57			64,398.83*
6/24/47	232-1	Capitola—Cox's Corner Road—Construction of Roadway	65,698.67	11,215.80			76,914.47*
6/24/47	232-2	Capitola—Cox's Corner Road—Construction of Roadway	43,672.48	9,670.36			53,342.84*
5/11/49	232-3	Reimburse Eastern Shore Public Service Co. for Relocating Poles		6,943.05			6,943.05*
....	257	Powellville to Burbage Crossing—Preliminary			$ 100.57		100.57
....	257-1	Powellville to Burbage Crossing—Construction			57.42		57.42
		TOTAL	$ 153,443.02	$ 52,009.41	$ 157.99		$ 205,610.42
	WO	WORCESTER COUNTY					
6/ 6/47	279-1	Bishopville—Isle of Wight—Construction of Roadway	$ 53,751.85	$ 5,202.57			$ 58,951.42*
10/28/48	279-2	Reimburse Eastern Shore Public Service Co. for Relocating Equipment		2,651.43			2,651.43*
....	285	Route 589—Gray's Corner—Preliminary	5,104.04	676.43	$ 519.89		6,300.36
4/7 /49	285-1	Route 589—Gray's Corner—Construction of Roadway	4,068.00	66,881.57	71,149.37		142,101.94
5/11/49	285-2	Extra work in Accordance with Right of Way Agreement on Project WO 285			17.02	$ 557.98	575.00
5/11/49	285-3	Reimburse Choptank Electric Cooperative for Moving Equipment				70.00	70.00
5/11/49	285X4	Reimburse Eastern Shore Public Service Company for Moving Equipment			131.96	413.04	875.00
4/ 5/50	285-5	Surfacing Route 489 towards Gray's Corner			13,600.62	74,035.45	87,636.07
		TOTAL	$ 62,923.89	$ 75,415.00	$ 85,718.86	$ 75,106.47	$ 299,164.22
		TOTAL	$1,810,895.59	$2,027,272.78	$1,171,853.06	$ 617,737.11	$5,627,758.54

SUMMARY

EXPENDITURES:		
Construction costs	$1,953,097.09	$ 891,377.12
Federal aid apportioned to Frederick County—Secondary Program	70,216.62	91,435.49
TRANSFERS:		
Caroline County's share of project costs:		
Tuckahoe Creek Bridge	3,959.07	....
Andersontown—Federalsburg Project	....	103,516.91
Dorchester County's share of Slaughter Creek Bridge Project	....	85,523.54
TOTAL	$2,027,272.78	$1,171,853.06

* Indicates closed projects.

ITALICS INDICATE RED FIGURES.

EXHIBIT M

STATEMENT OF ADMINISTRATIVE AND GENERAL EXPENSES FOR THE FISCAL YEAR ENDED JUNE 30, 1950

													Repairs	
	Total	Salaries and Wages	Pay for Vacation, Sick, and Other Leave	Workmen's Compensation Insurance and Medical Services	Pension Contributions	Passenger Car Costs	Telephone, Telegraph, and Postage	Traveling Expenses	Rental of Land, Buildings and Equipment	Supplies—Office, Laboratory, Etc.	Light, Heat, Power, and Water	Miscellaneous	Salaries and Wages	Materials, Contractual Services, Etc.
GENERAL DIVISIONS:														
Engineering—General Office	$ 50,163.49	$ 37,769.84	$ 2,784.94		$ 1,902.66	$ 994.95	$ 1,920.22	$ 568.74	$ 54.00	$ 1,938.40		$ 2,111.35		$ 115.39
Commission—Administration	133,393.01	72 549.84	3,530.19		2,953.48	4,020.64	5,390.41	6,179.70	9,956.86	2,047.31		26,592.28		172.30
Accounting	238,204.24	157,750.14	15,047.10		7,957.79	531.11	7,468.78	237.89	7,732.10	17,210.70	$ 2,207.72	19,733.61		2,327.30
Engineering—Chief	68,704.44	52,577.56	2,646.90		2,762.98	4,219.07	1,501.60	1,907.66	57.90	1,219.46		1,669.62		111.69
Road Design	133,421.23	40,509.26	36,008.92		22,274.60	8,530.43	3,317.78	2,048.35	1,071.67	17,810.42		631.28		1,218.52
Bridge Design	63,045.34	24,849.06	10,649.64		6,114.03	1,658.09	1,503.62	943.44	11,019.34	4,325.28		1,841.33		141.51
Sign Shop (Baltimore)	7,988.34	440.33	3,920.49		1,739.09	1,160.62	197.60	162.72		155.64		96.73		115.12
Materials	105,732.61	57,251.91	10,124.11		6,772.26	6,488.56	2,928.61	1,846.67	13.20	13,639.00	4,191.63	1,828.54		618.12
Legal	24,886.11	21,296.11	7.84		427.74	689.82	637.29	1,038.97		417.71		316.63		21.00
Repair Shop (Baltimore)	42,427.63	29,978.42	3,318.16		1,265.18	1,094.70	775.06	393.62		2,065.15	2,611.30	700.87		225.17
Traffic—General	155,076.65	100,866.03	9,285.38		5,480.91	6,462.77	1,928.15	9,839.87	9,477.62	7,083.95	13.68	3,396.67		1,241 62
Construction Inspection	139,048.36	33,938.19	53,888.58		41,945.62	3,191.39	592.56	4,293.47		930.36		168.99		99.20
Right-of-Way	89,173.39	45,704.55	13,373.13		7,799.82	12,136.55	1,105.62	911.49		3,482.82		1,191.57		164.81
Personnel	74,722.98	15,605.78	875.67	$ 54,015.97	1,884.86		944.53	102.17	500.99	382.07		387.94		23.00
Main Office Building Service (East Lexington Street)	54,778.47	16,684.77	1,499.63		595.11		67.87	4.00	132.75	3,970.91	9,136.69	5,452.50		17,234.21
Traffic Division—Truck Weight Enforcement	67,567.53	57,630.38	225.58		167.89	2,837.35	76.12	4,042.90		1,193.77		391.85	10.46	690.93
Maintenance	66,829.79	41,354.95	8,195.87		3,464.90	3,498.63	2,372.61	1,922.04	2,615.50	1,898.71		1,361.50		115.05
Special Operating (Prison Labor)	8,249.29	24.59	2,779.97		1,525.27	1,891.87	315.70	1,521.38		22.46		89.95		78.10
TOTAL	$1,523,412.90	$ 806,781.71	$178,162.10	$ 54,015.97	$ 117,034.19	$ 59,436.55	$ 36,044.46	$ 37,965.08	$ 42,631.93	$ 80,094.12	$ 18,161.02	$ 68,299.21	$ 10.46	$ 24,776.10
DISTRICT DIVISIONS:														
District No. 1	$ 93,972.43	$ 41,712.19	$ 21,663.69		$ 12,724.82	$ 4,608.74	$ 2,617.94	$ 1,628.46	$ 511.00	$ 3,142.67	$ 526.51	$ 192.37	$ 3,562.61	$ 1,081.43
District No. 2	172,098.02	61,323.68	50,976.04		23,185.39	5,238.00	3,731.55	1,839.16	1,035.00	4,039.06	171.53	476.78	11,624.00	5,457.83
District No. 3	176,526.66	63,397.36	57,101.04		28,307.87	1,421.24	3,005.93	2,406.06		5,115.14	551.00	326.31	8,212.74	3,678.97
District No. 4	127,844.24	36,522.70	50,460.35		24,308.73	1,987.13	2,190.93	1,663.66	1,950.00	2,697.39	11.70	165.35	3,235.50	2,647.80
District No. 5	147,151.31	39,166.12	65,205.43		26,495.56	4,367.55	2,582.91	1,849.47	1,456.40	2,373.03	18.33	118.78	1,515.47	1,942.26
District No. 6	183,033.49	63,617.81	59,135.40		29,147.85	4,925.71	7,987.12	735.32	1,582.25	6,278.52	823.76	668.53	4,931.93	3,199.29
TOTAL	$ 900,626.15	$ 305,739.86	$304,541.95		$144,170.22	$ 25,548.37	$ 22,116.38	$ 10,122.13	$ 6,534.65	$ 23,645.81	$ 2,108.83	$ 1,978.12	$ 36,112.25	$ 18,007.58
TOTAL	$2,421,039.05	$1,112,521.57	$482,704.05	$ 54,015.97	$261,204.41	$ 84,984.92	$ 58,160.84	$ 48,087.21	$ 49,166.58	$103,739.93	$ 20,269.85	$ 70,277.33	$ 36,122.71	$ 42,783.68

EXHIBIT N

STATEMENT OF ADMINISTRATIVE AND GENERAL EXPENSES FOR THE FISCAL YEAR ENDED JUNE 30, 1949

	TOTAL	SALARIES	PAY FOR VACATION, SICK LEAVE, AND HOLIDAYS	RETIREMENT CONTRIBUTIONS	TRAVEL AND GENERAL EXPENSES	OFFICE SUPPLIES, PRINTING, POSTAGE, AND ADVERTISING	INSURANCE	PASSENGER CAR OPERATING COSTS	OTHER COSTS
GENERAL DIVISIONS:									
Commission—Administration	$ 114,493 70	$56,221.87	$ 1,809.54		$ 7,679.38	$20,913.56	$11,309.99	$2,692.38	$13,866.98
Personnel	472,741.84	12,051.37	604.02	$433,381.66	226.41	713.34	23,276.54	..	2,488.50
Legal	19,140.03	17,256.88	32.96	......	857.97	438.82	....	536.15	17.25
Accounting	202,252.12	151,162.29	12,731.18		401.29	33,543.34	2,192.92	357.29	1,563.81
Head Office Building Service	32,454.83	14,225.67	1,220.92	...	8,431.98	2,177.49	....	......	6,398.77
Engineering—Chief	75,131.93	47,540.30	1,154.91	.	4,875.31	18,308.41	....	3,175.20	77.80
Engineering—General Office	34,402.75	28,712.66	2,066.73	......	927.79	2,039.92	20.65	602.00	33.00
Engineering—Maintenance	58,083.79	41,335.70	5,864.02	.....	4,885.51	3,094.94	.....	2.720.94	182.68
Sign Shop and Repair Shop	45,129.06	28,481.05	5,733.01	..	1,007.12	2,886.36	....	2,756.59	4,264.93
Traffic	157,990.44	99,943.81	8,255.15	..	18,321.87	7,375.93	.....	4,749.14	19,344.54
Materials	75,674.04	46,067.96	5,848.84	.	4,664.34	8,608.48	.....	5,340.34	5,144.08
Right-of-Way	66,260.51	43,643.33	9,293.68	..	2,014.00	3,641.14	......	7,156.05	512.31
Construction—Road Design	99,674.87	38,662.73	34,075.50	..	2,911.97	15,954.74	.....	6,696.93	1,373.00
Construction—Bridge Design	52,998.70	26,081.24	5,802.82	.	12,986.46	5,546.96	.....	1,245.56	1,335.66
Construction—Field	71,648.89	25,068.96	41,115.21	..	3,675.40	420.84	....	1,351.73	16.75
TOTAL	$1,578,077.50	$676,455.82	$135,608.49	$433,381.66	$ 73,866.80	$125,664.27	$37,100.10	$39,380.30	$56,620.06
DISTRICT DIVISIONS:									
District No. 1	$ 83,223.88	$41,461.44	$24,324.17	....	$ 3,333.25	$ 8,714.17	....	$4,981.47	$ 400.38
District No 2	137,946.70	59,324.41	46,101.69	....	2,871.53	23,362.78	....	5,588.03	698.26
District No. 3	143,542.05	59,138.14	52,540.12	....	2,474.22	22,318.33	....	4,872.88	2,198.36
District No. 4	95,145.16	34,658.37	43,780.71	....	3,246.42	10,295.68	....	2,292.06	871.92
District No. 5	122,165.83	38,501.64	65,544.26	....	2,939.11	10,314.87	....	4,291.85	574.10
District No. 6	140,898.53	60,518.07	55,116.03	....	2,704.97	17,049.75	....	3,887.72	1,621.99
TOTAL	$ 722,922.15	$293,602.07	$287,406.98	....	$ 17,569.50	$ 92,055.58	....	$25,914.01	$6,374.01
TOTAL	$2,300,999.65	$970,057.89	$423,015.47	$433,381.66	$ 91,436.30	$217,719.85	$37,100.10	$65,294.31	$62,994.07

EXHIBIT O

STATEMENT OF OPERATING EQUIPMENT EXPENSES FOR THE FISCAL YEAR ENDED JUNE 30, 1950

		DISTRICT						
	TOTAL	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	STATE WIDE
SALARIES	$ 369,710.24	$ 30,059.48	$ 71,576.29	$ 78,301.47	$ 56,095.31	$ 92,185.24	$ 40,889.63	$ 602.82
INSURANCE	12,386.02	1,579.71	2,479.66	1,897.40	1,604.62	2,106.24	2,496.39	222.00
LIGHT, HEAT, WATER & POWER	14,637.74	829.66	2,566.11	3,831.18	2,288.52	2,745.52	2,376.75	....
RENTAL OF LAND & BUILDINGS	2,064.50	285.00	1,040.00	5.00	20.00	10.00	691.50	10.00
TELEPHONE, TELEGRAPH AND POSTAGE	15,677 84	1,813.31	2,993.07	4,246.35	2,411.53	2,921.88	1,291.70	.....
DIESEL OR FUEL OIL	25,019.63	7,658.69	7,991.94	2,323.51	802.00	4,551.54	1,159.68	532.27
GASOLINE	212,772.67	27,809.77	48,878.71	28,828.26	21,768.57	47,390.67	37,012.19	1,084.50
KEROSENE	7,918.44	975.25	1,756.63	2,347.53	1,079.90	692.43	1,060.55	6.15
LUBRICATING OIL	14,014.82	2,920.65	3,387.57	2,193.42	990.31	2,623.51	1,769.04	130.32
PARTS AND REPAIRS	239,238.46	35,413.92	62,366.45	40,425.32	24,632.43	39,384.55	33,281.85	3,733.94
SHOP SUPPLIES	56,508.14	5,507.12	13,831.06	11,850.84	6,133.03	8,225.47	10,858.00	102.62
TIRES AND TUBES	66,579.04	7,677.35	19,187.93	8,952.42	5,102.83	16,941.95	7,909.22	807.34
MISCELLANEOUS EXPENSES	2,563.96	140.71	859.68	462.76	537.96	236.50	320.94	5.41
TOTAL	$ 1,039,091.50	$122,670.62	$238,915.10	$185,665.46	$123,467.01	$220,015.50	$141,120.44	$ 7,237.37

EXHIBIT P

STATEMENT OF OPERATING EQUIPMENT EXPENSES, BY DISTRICTS, FOR THE FISCAL YEAR ENDED JUNE 30, 1949

		District					
	TOTAL	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6
SALARIES AND WAGES:							
Staff Salaries	$ 15,273.37	$ 1,135.07	$ 4,049.27	$ 3,415.97	$ 3,044.92	$ 3,628.14	
General Salaries	248,039.64	25,415.98	58,293.45	36,828.00	39,808.93	58,373.08	$ 29,320.20
Hourly Labor	101,168.04	4,401.33	15,351.78	34,749.55	9,857.15	27,167.50	9,640.73
TOTAL	$ 364,481.05	$ 30,952.38	$ 77,694.50	$ 74,993.52	$ 52,711.00	$ 89,168.72	$ 38,960.93
MATERIALS AND SUPPLIES:							
Blades—Graders and Snow Plows	$ 8,706.50	$ 1,242.25	$ 4,818.88	$ 633.61	$ 203.39	$ 1,529.39	$ 248.98
Motor Equipment Materials (Repairs, etc.)	217,366.15	33,793.42	56,585.49	34,320.64	25,824.96	37,044.30	29,797.34
Diesel Oil	23,329.47	7,575.78	6,970.87	1,883.08	1,128.31	4,380.64	1,390.79
Gasoline	209,783.58	27,338.36	47,114.17	29,937.40	23,812.90	46,793.47	34,757.28
Kerosene	8,702.67	1,486.30	2,009.00	2,446.80	914.90	847.53	998.14
Lubricating Oil	14,756.96	3,145.37	4,250.57	2,112.93	1,070.32	2,324.03	1,853.74
Shop Supplies	61,599.00	6,754.37	10,890.44	13,241.49	8,489.69	10,261.83	11,961.18
Tires and Tubes	65,711.52	8,938.45	16,670.96	9,846.81	6,372.77	14,109.08	9,773.45
TOTAL	$ 609,955.85	$ 90,274.30	$ 149,340.38	$ 94,422.76	$ 67,847.24	$ 117,290.27	$ 90,780.90
OTHER OPERATING EXPENSES:							
Heat, Light and Water	$ 6,976.36	$ 655.96	$ 1,285.86	$ 1,720.03	$ 1,024.37	$ 1,051.99	$ 1,238.15
Miscellaneous Expenses	75.75	22.00				53.75	
Rent of Land and Buildings	2,711.50	751.00	1,248.75	13.75	58.00	40.00	600.00
Repair Services—Contractual	26,621.51	2,342.26	5,393.80	5,778.64	6,086.79	5,496.75	1,523.27
Telephone, Telegraph, and Postage	15,114.15	1,562.05	2,780.28	4,200.53	2,353.06	3,168.12	1,050.11
Travel	588.90	64.95	244.44	94.44	112.92	72.15	
TOTAL	$ 52,088.17	$ 5,398.22	$ 10,953.13	$ 11,807.39	$ 9,635.14	$ 9,882.76	$ 4,411.53
TOTAL	$ 1,026,525.07	$ 126,624.90	$ 237,988.01	$ 181,223.67	$ 130,193.38	$ 216,341.75	$ 134,153.36

NOTE—The expenses reflected in this statement were distributed ratably to construction and maintenance costs relating to the road systems of both State and County.

EXHIBIT Q

COMBINED STATEMENT OF EXPENDITURES, BY OBJECTIVE CLASSIFICATION, FOR THE FISCAL YEAR ENDED JUNE 30, 1950 (INCLUDING ALL FUNDS EXCEPT SUSQUEHANNA RIVER TOLL BRIDGE, POTOMAC RIVER TOLL BRIDGE, CHESAPEAKE BAY BRIDGE, AND CHESAPEAKE BAY FERRY SYSTEM)

			GENERAL CONSTRUCTION AND OPERATING FUND									
			ADMINISTRATIVE AND GENERAL EXPENSES									
	TOTAL	ELIMINATIONS	OTHER THAN REPAIRS	REPAIRS	EQUIPMENT SERVICE COSTS	GENERAL	GENERAL CONSTRUCTION	MAINTENANCE FUND	COUNTIES AND MUNICIPALITIES TAX REVENUES ALLOCATION FUND	COUNTY MAINTENANCE FUNDS	COUNTY CONSTRUCTION FUNDS	BONDED DEBT AND DEBT SERVICE FUNDS
Salaries, Wages, and Employees' Benefits:												
Staff salaries	$2,837,682.94		$1,059,792.82		$ 15,456.92	$ 25,930.85	$1,540,793.50	$ 128,443.93		$ 2,292.52	$ 64,972.40	
General salaries	1,683,820.24		7,034.85	$ 14,385.24	246,296.97	23,684.06	64,717.90	930,962.18		393,412.60	3,326.44	
Hourly labor	1,777,599.68		45,693.90	21,737.47	107,956.35	20,479.83	85,504.68	1,244,780.58		248,523.27	2,923.60	
Sick leave	167,109.04		149,463.32							17,645.72		
Vacation leave	385,839.11		329,320.03							56,519.08		
Military leave	3,635.29		3,543.41							91.88		
Jury or other leave	484.35		377.29							107.06		
Medical services	7,741.91		7,741.91									
Workmen's compensation insurance	59,694.84		46,274.06							13,420.78		
Pension contributions	291,864.40		261,204.41							30,659.99		
Materials:												
Additive with bituminous material	3,181.51						362.22	2,754.80		64.49		
Aggregates—graded stone, slag, gravel, sand, and screenings	584,587.11			28.88		18 025.25	108,471.89	331,188.31		105,308.15	21,564.63	
Aggregates — ungraded bank-run gravel and sand, oyster shells, and crusher run stone and slag	117,888.71			704.08		5,469.83	28,644 51	44,618.17		38,426.52	25.60	
Bituminous materials	499,032.94			177.62		8,338.89	231,077.42	243,791.75		10,929.08	4,718.18	
Brick	830.60			46.45		58.64	259.40	456.11		10.00		
Cable	9.00						9.00					
Calcium chloride (salt)	20,363.16					897.28	775.63	17,303.02		1,387.23		
Cement	5,503.63			395.29		17.35	1,307.39	3,422.40		355.95	5.25	
Cinders	10,278.90						2.40	10,276.50				
Concrete	51,166.36			540.75		1,085.95	38,982.31	10,552.25		5.10		
Highway beautification	25,220.83			159.00		53.75	14,240.57	10,405.16		271.27	91.08	
Lumber	86,282.81			2,025.80	543.12	570.13	3,540.57	19,537.55		60,041.82	23.82	
Paint	79,132.27			1,103.70		473.38	404.63	76,712.40		438.16		
Pipe and pipe bands	135,520.13			194.04		3,904.20	32,929.04	28,150.23		69,960.11	382.51	
Posts and guard rails	18,866.12			.12			5,697.72	12,851.12		317.16		
Pre-mixed bituminous material	380,311.82					102.60	326,158.62	52,387.12		1,663.48		
Sign production materials	111,079.76		6.00	15.27		719.84	39,787.71	70,370.77		153.17	27.00	
Steel and iron	9,965.28			1,002.28	632.10	7.70	3,184.31	4,725.59		411.00	2.30	
Wire	6,745.27			71.83			2,746.52	2,460.17		1,465.91	.84	
Miscellaneous	39,198.02			3,558.75		994.70	10,329.41	20,656.10		3,565.37	93.69	
Supplies:												
Diesel or fuel oil	29,431.18			.80	25,019.63	322.26	434.43	1,732.76		1,921.30		
Gasoline	224,580.02		2.00	3.65	212,772.67	17.01	943.15	1,214.52		9,627.02		
Grader blades and chains	9,902.05				9,199.13	7.44	106.81	377.04		211.63		
Kerosene	12,244.53		11.56	195 89	7,918 44	1.47	1,042.51	2,866.68		207.98		

EXHIBIT Q—Continued

Laboratory and traffic equipment supplies	20,009.71		14,357.38	46.25		1,313.00	3,566.29	726.79				
Lubricating oil	14,966.71			1.80	11,014.82	44.02	51.75	75.43		778.89		
Office building service supplies	4,309.44		4,290.34	13.70			5.40					
Office supplies	73,173.62		72,225.22				912.85			35.55		
Parts and repairs	246,777.52			44.13	230,039.33	3.72	94.63	1,389.99		15,205.42		
Small tools and miscellaneous road supplies	32,799.52		8,491.85	4,209.63	6,298.34	57.21	8,322.31	1,869.09		327 90	223.19	
Shop supplies	52,627.33		2,033.35	179.21	50,209.80		36.81	70.89		97.27		
Snow plow blades and parts	4,137.94							4,137.94				
Tires and tubes	69,539.78				66,579.04			91.02		2,866.72		
Miscellaneous	4,785.83		2,328.23	139.82	436.30	1.86	1,664.88	213.66		1.08		
General Operating Expenses:												
Advertising	43,808.81		276.00			333.14	38,266.40	2,244.82			2,688.45	
Books, subscriptions, and dues	3,931.76		3,913.56				18.20					
Insurance	18,324.06		5,938.04		12,386.02							
Laundry service	470.11		458.10					12.01				
Light, heat, power, and water	66,533.25		20,269.85	.09	14,637.74		2,603.73	28,813.18		208.66		
Office cleaning service	1,054.67		1,054.67									
Office meal allowance	37,284.00		10,302.00			2.00	25,801.00	42.00		22.00	1,115.00	
Passenger car costs	85,528.46		84,984,92				25.61	517.93				
Photostats, blue prints, and films	5,555.34		1,550.37				970.15	31.16		.96	2.40	
Printing	9,625.82		9,415.82				210.00					
Prison labor	133,554.04						75,934.04	48,757.50		8,646.50	216.00	
Professional and technical services	16,547.02		11,873.06			200.00	3,961.48	235.06		269.34	8.08	
Rental of automotive equipment for hauling materials	235,077.54			107.11		7,457.17	108,804.71	63,913.09		54,439.21	356.25	
Rental of automotive equipment for direct road work	150,294.75					2,882.66	63,810.01	60,994.23		22,457.10	150.75	
Rental of land and buildings	46,932.54		42,167.13		2,064.50	33.75	1,096.50	634.66		936.00		
Rental of office equipment	6,999.45		6,999.45									
Repair services (purchased) other than road equipment	36,916 54			13,249.58			571.30	13,909.21		9,146.95	39.50	
Telephone, telegraph, and postage	74,442 17		58,160.84		15,677.84		90.33	318.19		193.53	1.44	
Traveling expenses	242,029 12		48,087.21		801.44	277.69	179,719.71	5,440.99		233.32	7,468.76	
Payments to contractors—oiling roads, painting bridges, etc	421,604 96					3,234.62	16,922.81	306,259.33		95.188.20		
Research work	4,500.00		4,500.00									
Alterations to leased property	12,950.31		12,950.31									
Alterations—No. 108 East Lexington Street	14,521.00			14,521.00								
Miscellaneous	9,812.38		5,039.40	46.86	151.00		680.58	2,957.53		937.01		
Other Expenditures:												
Payments to contractors—construction projects	22,387,124.79					5,051.08	21,726,903 00				655,170.71	
Right-of-way payments	3,334,091.84						3,288,011 12	100.00			15,980.72	
Professional and technical services	495,568.74						453,302 31	861.42			1,542.34	$ 39,862.67
Other services	368,949.46					268.50	337,722 56			5,644.01	14,753.39	10,561.00
Purchases of fixed assets (exclusive of overhead and equipment service costs)	715,475.05						1,451 75	714,023.30				

EXHIBIT Q—Continued

COMBINED STATEMENT OF EXPENDITURES, BY OBJECTIVE CLASSIFICATION, FOR THE FISCAL YEAR ENDED JUNE 30, 1950 (INCLUDING ALL FUNDS EXCEPT SUSQUEHANNA RIVER TOLL BRIDGE, POTOMAC RIVER TOLL BRIDGE, CHESAPEAKE BAY BRIDGE, AND CHESAPEAKE BAY FERRY SYSTEM)

			General Construction and Operating Fund									
			Administrative and General Expenses									
	Total	Eliminations	Other Than Repairs	Repairs	Equipment Service Costs	General	General Construction	Maintenance Fund	Counties and Municipalities Tax Revenues Allocation Fund	County Maintenance Funds	County Construction Funds	Bonded Debt and Debt Service Funds
Excess of value of materials and supplies withdrawn from storerooms (in italics) over cost of materials and supplies purchased	*79,314.80*					*79,314.80*						
Materials, supplies, etc., furnished other departments	39,027.81					39,027.81						
Federal aid apportioned:												
To Baltimore City	810,760.00					810,760.00						
To Frederick County	91,435.49										91,435.49	
Redemption of Refunding and Improvement Bonds of 1941 as of October 1, 1949	5,440,183.75											5,440,183.75
Interest on State Highway Construction Bonds	234,285.50											234,285.50
Payments of tax apportionments:												
Counties	3,954,894.90								$3,954,894.90			
Municipalities	506,287.63								506,287.63			
Refunds of excise tax	1,926.98					1,926.98						
Miscellaneous—net	10,392.94					3,994.59	*3,794.94*	3,183.43		997.82		6,012.04
Portion of Equipment Service Costs Transferred			446.29	2,946.82		*3,393.11*						
Amounts Received From Counties & Others in Reduction of Costs, Etc. (in italics)	*37,144.58*						*28,722.02*	*8,422.56*				
Inter-Fund Transfers						*2,629.16*	*33,892.12*	31,702.01			4,819.27	
Remittances of Collections to State Treasurer:												
Sign licenses—General Fund		$ 4,183.46				4,183.46						
Hauling permits—Motor Vehicle Revenue Fund		55,530.00				55,530.00						
Total (Before Fund distribution of administrative and general expenses, and equipment service costs)	$50,152,164.81	$ 59,713.46	$2,345,578.95	$ 81,853.21	$1,039,091.50	$ 962,408.60	$28,817,577.39	$4,561,103.81	$4,461,182.53	$1,288,048.24	$ 924,129.08	$5,730,904.96
Application Of:												
Administrative and general expenses			*2,345,578.95*	*81,853.21*		8,037.49	1,922,886.21	331,052.64		105,350.54	57,105.28	
Equipment service costs					*1,039,091.50*	22,632.73	70,514.74	682,237.76		262,128.02	1,578.25	
Total Expenditures	$50,152,164.81	$ 59,713.46				$ 993,078.82	$30,810,978.34	$5,577,394.21	$4,461,182.53	$1,655,526.80	$ 982,812.61	$5,730,904.96

ITALICS INDICATE RED FIGURES.

Exhibit Q—Concluded

Exhibit R

TOLL BRIDGE FUNDS

COMBINED BALANCE SHEET, SEPTEMBER 30, 1950 (Bridge Revenue Bonds—Series 1948)

	Total	Revenue Projects General Fund	Operations Reserve Fund	Revenue Projects Interest and Sinking Fund		Chesapeake Bay Bridge Construction Fund	Susquehanna River and Potomac River Toll Bridges Construction Fund	Bonded Debt
				Bond Service Account	Reserve Account			
ASSETS								
Cash	$ 2,038,310.41	$ 54,767.87	$ 212,464.08	$ 184,868.10	$ 203,284.61	$ 1,382,925.75		
Investments—United States Treasury Obligations—At cost	32,532,227.06				526,220.93	32,006,006.13		
Accounts Receivable—Book tickets and tolls	8,370.50	8,370.50						
Funds With State Roads Commission—General Construction Fund	171,134.65						$ 171,134.65	
Chesapeake Bay Bridge—Construction in progress	10,921,114.65					10,921,114.65		
Susquehanna River Toll Bridge and Potomac River Toll Bridge Construction—At Cost	10,160,054.63						10,160,054.63	
Encumbered Future Toll Bridge Revenues	43,925,000.00							$43,925,000.00
Total	$99,756,211.90	$ 63,138.37	$ 212,464.08	$ 184,868.10	$ 729,505.54	$44,310,046.53	$10,331,189.28	$43,925,000.00
LIABILITIES								
Bonds Payable—State of Maryland Bridge Revenue Bonds (Series 1948)—Payable only from toll bridge revenues	$43,925,000.00							$43,925,000.00
Reserves Created Under Article V of Trust Agreement Dated October 1, 1948:								
For operating expenses	245,341.14	$ 32,877.06	$ 212,464.08					
For debt service	914,373.64			$ 184,868.10	$ 729,505.54			
Chesapeake Bay Bridge Construction Reserve (See comments)	33,388,931.88					33,388,931.88		
Susquehanna River Toll Bridge and Potomac River Toll Bridge Construction Reserve	171,134.65						171,134.65	
Guaranty Deposits for Credit Tolls	1,100.00	1,100.00						
Toll Tickets Sold For Future Use	29,161.31	29,161.31						
State Equity Represented By:								
Portion of funds derived through the issuance of Bridge Revenue Bonds (Series 1948):								
Invested in Chesapeake Bay Bridge—Under Construction	10,921,114.65					10,921,114.65		
Applied in redemption of Bridge Revenue Refunding Bonds (Series 1941)	362,384.34						362,384.31	
Federal grants for construction of Susquehanna and Potomac River Toll Bridges	4,331,189.28						4,331,189.28	
Toll income invested in Susquehanna and Potomac River Toll Bridges	5,466,481.01						5,166,481.01	
Total	$99,756,211.90	$ 63,138.37	$ 212,464.08	$ 184,868.10	$ 729,505.54	$44,310,046.53	$10,331,189.28	$43,925,000.00

EXHIBIT R, Schedule 1

TOLL BRIDGE FUNDS

BONDS PAYABLE—STATE OF MARYLAND BRIDGE REVENUE BONDS (Series 1948)—PAYABLE ONLY FROM TOLL BRIDGE REVENUE, SEPTEMBER 30, 1950

MATURITY	PRINCIPAL AMOUNT	INTEREST RATE
SERIAL BONDS:		
October 1, 1952	$ 918,000.00	3%
October 1, 1953	946,000.00	3%
October 1, 1954	974,000.00	2½%
October 1, 1955	1,003,000.00	2½%
October 1, 1956	1,033,000.00	2½%
October 1, 1957	1,064,000.00	2½%
October 1, 1958	1,096,000.00	2½%
October 1, 1959	1,129,000.00	2½%
October 1, 1960	1,163,000.00	2¾%
October 1, 1961	1,198,000.00	2¾%
October 1, 1962	1,234 000.00	2¾%
October 1, 1963	1,271,000.00	2¾%
October 1, 1964	1,309,000.00	2¾%
October 1, 1965	1,348,000.00	3%
October 1, 1966	1,389,000.00	3%
October 1, 1967	1,425,000.00	3%
TERM BONDS:		
October 1, 1972	25,425,000.00	3.20%
TOTAL	$ 43,925,000.00	

EXHIBIT S

TOLL BRIDGE FUNDS

DEBT SERVICE REQUIREMENTS, BY FISCAL YEARS—STATE OF MARYLAND BRIDGE REVENUE BONDS (Series 1948)

FISCAL YEAR ENDING SEPTEMBER 30,	REQUIREMENTS		
	TOTAL	INTEREST	PRINCIPAL
1949	$ 1,116,067.50	$ 1,116,067.50	....
1950	1,321,667.50	1,321,667.50	....
1951	1,321,667.50	1,321,667.50	....
1952	2,239,667.50	1,321,667.50	$ 918,000.00
1953	2,240,127.50	1,294,127.50	946,000.00
1954	2,239,747.50	1,265,747.50	974,000.00
1955	2,244,397.50	1,241,397.50	1,003,000.00
1956	2,249,322.50	1,216,322.50	1,033,000.00
1957	2,254,497.50	1,190,497.50	1,064,000.00
1958	2,259,897.50	1,163,897.50	1,096,000.00
1959	2,265,497.50	1,136,497.50	1,129,000.00
1960	2,271,272.50	1,108,272.50	1,163,000.00
1961	2,274,290.00	1,076,290.00	1,198,000.00
1962	2,277,345.00	1,043,345.00	1,234,000.00
1963	2,280,410.00	1,009,410.00	1,271,000.00
1964	2,283,457.50	974,457.50	1,309,000.00
1965	2,286,460.00	938,460.00	1,348,000.00
1966	2,287,020.00	898,020.00	1,389,000.00
1967	2,281,350.00	856,350.00	1,425,000.00
1968	813,600.00	813,600.00	....
1969	813,600.00	813,600.00	....
1970	813,600.00	813,600.00	....
1971	813,600.00	813,600.00	....
1972	26,238,600.00	813,600.00	25,425,000.00
TOTAL	$ 69,487,162.50	$ 25,562,162.50	$ 43,925,000.00

NOTE:—The principal requirements for each year as shown by this statement represent bonds maturing October 1 of the next succeeding fiscal year.

EXHIBIT T

TOLL BRIDGE FUNDS

STATEMENT SHOWING CHANGES DURING THE FISCAL YEAR ENDED SEPTEMBER 30, 1950, IN RESERVES CREATED UNDER ARTICLE V OF TRUST AGREEMENT DATED OCTOBER 1, 1948

	Revenue Projects General Fund	Operations Reserve Fund	Revenue Projects Interest and Sinking Fund	
			Bond Service Account	Reserve Account
Balance, October 1, 1949	$ 27,964.10	$ 112,816.98	$ 154,551.13	$ 256,603.40
Additions:				
Accrued interest received on $6,425,000 State of Maryland Bridge Revenue Bonds (Series 1948) dated October 1, 1948, sold November 1, 1949			$ 17,133.33	
Net revenues of Susquehanna River and Potomac River Toll Bridges (including $20,817.53 transferred from Operations Reserve Fund)	$ 1,933,130.87			
Cash transfers (in addition to $20,817.53 transferred from Operations Reserve Fund to Revenue Projects General Fund)—from Revenue Projects General Fund		$ 120,464.63	1,334,851.14	$ 472,902.14
Total Additions	$ 1,933,130.87	$ 120,464.63	$ 1,351,984.47	$ 472,902.14
Total	$ 1,961,094.97	$ 233,281.61	$ 1,506,535.60	$ 729,505.54
Deductions:				
Interest due April 1, 1949, on Bridge Revenue Bonds (Series 1948)			$ 660,833.75	
Interest due October 1, 1949, on Bridge Revenue Bonds (Series 1948)			660,833.75	
Cash transfers:				
To Revenue Projects Interest and Sinking Fund—Bond Service Account—to apply on account of interest on State of Maryland Bridge Revenue Bonds (Series 1948)	$ 1,334,851.14			
To Revenue Projects Interest and Sinking Fund—Reserve Account	472,902.14			
To Revenue Projects General Fund—for disbursements chargeable to Operations Reserve Fund		20,817.53		
To Operations Reserve Fund—operations reserve provided in annual budget, $84,000, plus unexpended balance of annual budget of current expenses, $36,464.63	120,464.63			
Total Deductions	$ 1,928,217.91	$ 20,817.53	$ 1,321,667.50	
Balance, September 30, 1950	$ 32,877.06	$ 212,464.08	$ 184,868.10	$ 729,505.54

EXHIBIT U

TOLL BRIDGE FUNDS

STATEMENT OF NET REVENUES OF SUSQUEHANNA RIVER AND POTOMAC RIVER TOLL BRIDGES FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 1950 (BRIDGE REVENUE BONDS—Series 1948)

	TOTAL	SUSQUEHANNA RIVER TOLL BRIDGE	POTOMAC RIVER TOLL BRIDGE
REVENUES:			
Based on toll transactions	$ 2,111,897.33	$ 1,123,444.33	$ 988,453.00
Collections in excess of calculated tolls—net	1,190.85	623.00	567.85
Miscellaneous, including insurance recoveries for minor damages to bridges	628.64	589.12	39.52
TOTAL REVENUES	$ 2,113,716.82	$ 1,124,656.45	$ 989,060.37
Transferred from Operations Reserve Fund to Offset Certain Expenditures for Insurance and Equipment Included in Expenses	11,185.11	6,664.45	4,520.66
TOTAL REVENUES, INCLUDING TRANSFERS	$ 2,124,901.93	$ 1,131,320.90	$ 993,581.03
EXPENDITURES—OPERATING AND MAINTENANCE:			
Operating:			
Salaries	$ 102,297.39	$ 65,408.01	$ 36,889.38
Electricity for lighting	5,404.33	3,772.78	1,631.55
Printing—including toll tickets	3,103.70	2,924.23	179.47
Supplies	2,663.36	1,516.93	1,146.43
Telephone	1,545.01	931.70	613.31
Uniforms	883.53	598.75	284.78
Fuel for heating	1,388.84	948.39	440.45
Insurance	12,285.78	5,884.96	6,400.82
Capital properties acquired	2,919.52	2,919.52	....
Other	2,075.30	1,593.61	481.69
Maintenance:			
Salaries	9,468.45	9,451.65	16.80
Materials and expenses	2,900.08	2,272.68	627.40
Independent contractors	2,827.53	1,825.74	1,001.79
TOTAL EXPENDITURES—OPERATING AND MAINTENANCE	$ 149,762.82	$ 100,048.95	$ 49,713.87
REVENUES LESS EXPENDITURES FOR OPERATING AND MAINTENANCE	$ 1,975,139.11	$ 1,031,271.95	$ 943,867.16
TRANSFERRED FROM OPERATIONS RESERVE FUND TO OFFSET CERTAIN EXPENDITURES OF ADMINISTRATIVE EXPENSES	9,632.42		
TOTAL	$ 1,984,771.53		
EXPENDITURES—PORTION OF ADMINISTRATIVE AND GENERAL EXPENSES:			
Salaries	$ 16,873.46		
Trustee's and fiscal agent's fees	11,859.89		
Accounting and legal fees	2,625.66		
Consulting Engineer's fees	6,000.00		
Printing monthly financial reports	4,279.60		
Depository service charge	1,050.27		
Toll collection recording equipment	1,372.36		
Office Rent	1,819.98		
Printing, stationery, and office supplies	1,616.56		
Premium on fidelity bonds	294.42		
Other	3,848.46		
TOTAL EXPENDITURES—GENERAL AND ADMINISTRATIVE (exclusive of those charged to Construction Fund)	$ 51,640.66		
NET REVENUE	$ 1,933,130.87		

EXHIBIT A

TOLL BRIDGE FUNDS

COMBINED BALANCE SHEET, SEPTEMBER 30, 1949 (Bridge Revenue Bonds—Series 1948)

	TOTAL	REVENUE PROJECTS GENERAL FUND	OPERATIONS RESERVE FUND	REVENUE PROJECTS INTEREST AND SINKING FUND		CHESAPEAKE BAY BRIDGE CONSTRUCTION FUND	SUSQUEHANNA RIVER AND POTOMAC RIVER TOLL BRIDGES CONSTRUCTION FUND	BONDED DEBT
				BOND SERVICE ACCOUNT	RESERVE ACCOUNT			
ASSETS								
Cash	$ 1,431,034.11	$ 43,767.81	$ 112,816.98	$ 154,551.13	$ 256,603.40	$ 863,294.76		
Investments—United States Treasury Obligations—At cost	34,017,319.39					34,017,319.39		
Accounts Receivable—Book tickets and tolls	5,159.10	5,159.10						
Funds With State Roads Commission—General Construction Fund	188,968.05						$ 188,968.05	
Chesapeake Bay Bridge—Construction in progress	2,455,596.05					2,155,596.05		
Susquehanna River Toll Bridge and Potomac River Toll Bridge Construction—At cost	10,142,221.23						10,142,221.23	
Encumbered Future Toll Bridge Revenues	37,500,000.00							$37,500,000.00
TOTAL	$85,740,297.93	$ 18,926.94	$ 112,816.98	$ 154,551.13	$ 256,603.10	$37,336,210.20	$10,331,189.28	$37,500,000.00
LIABILITIES								
State of Maryland Bridge Revenue Bonds (Series 1948)—Payable only from toll bridge revenues	$37,500,000.00							$37,500,000.00
Reserves Created Under Article V of Trust Agreement Dated October 1, 1948:								
For operating expenses	110,781.08	$ 27,964.10	$ 112,816.98					
debt service	111,154.53			$ 151,551.13	$ 256,603.40			
Chesapeake Bay Bridge Construction Reserve (See comments)	31,880,614.15					$34,880,614.15		
Susquehanna River Toll Bridge and Potomac River Toll Bridge Construction Reserve	188,968.05						$ 188,968.05	
Guaranty Deposit—Toll accounts	1,000.00	1,000.00						
Toll Tickets Sold For Future Use	19,962.84	19,962.84						
State Equity Represented By:								
Portion of funds derived through the issuance of Bridge Revenue Bonds (Series 1948):								
Invested in Chesapeake Bay Bridge—Under Construction	2,155,596.05					2,155,596.05		
Applied in redemption of Bridge Revenue Refunding Bonds	362,381.34						362,384.31	
Federal grants for construction of Susquehanna and Potomac River Toll Bridges	1,331,189.28						4,331,189.28	
Toll income invested in Susquehanna and Potomac River Toll Bridges	5,418,647.61						5,448,647.61	
TOTAL	$85,740,297.93	$ 48,926.94	$ 112,816.98	$ 154,551.13	$ 256,603.40	$37,336,210.20	$10,331,189.28	$37,500,000.00

EXHIBIT W

TOLL BRIDGE FUNDS

STATEMENT SHOWING CHANGES DURING THE FISCAL YEAR ENDED SEPTEMBER 30, 1949, IN RESERVES CREATED UNDER ARTICLE V OF TRUST AGREEMENT DATED OCTOBER 1, 1948

	REVENUE PROJECTS GENERAL FUND	OPERATIONS RESERVE FUND	REVENUE PROJECTS INTEREST AND SINKING FUND	
			BOND SERVICE ACCOUNT	RESERVE ACCOUNT
BALANCE, OCTOBER 1, 1948	$ 1,079,286.51			
ADDITIONS:				
Portion of proceeds from sale of State of Maryland Bridge Revenue Bonds (Series 1948) required to redeem Bridge Revenue Refunding Bonds (Series 1941)	$ 362,384.34			
Accrued interest received on $37,500,000 State of Maryland Bridge Revenue Bonds (Series 1948) sold as of October 27, 1948			$ 80,605.07	
Net revenues of Susquehanna River and Potomac River Toll Bridges (including $1,233.40 transferred from Operations Reserve Fund)	1,580,550.59			
Cash transfers (in addition to $1,233.40 transferred from Operations Reserve Fund to Revenue Projects General Fund)—from Revenue Projects General Fund		$ 114,050.38	1,190,013.56	$ 256,603.40
TOTAL ADDITIONS	$ 1,942,934.93	$ 114,050.38	$ 1,270,618.63	$ 256,603.40
TOTAL	$ 3,022,221.44	$ 114,050.38	$ 1,270,618.63	$ 256,603.40
DEDUCTIONS:				
Redemption of Bridge Revenue Refunding Bonds (Series 1941)	$ 1,433,590.00			
Interest due April 1, 1949, on Bridge Revenue Bonds (Series 1948)			$ 558,033.75	
Interest due October 1, 1949, on Bridge Revenue Bonds (Series 1948)			558,033.75	
Cash transfers:				
To Revenue Projects Interest and Sinking Fund—Bond Service Account—to apply on account of interest on State of Maryland Bridge Revenue Bonds (Series 1948)	1,190,013.56			
To Revenue Projects Interest and Sinking Fund—Reserve Account	256,603.40			
To Revenue Projects General Fund—for disbursements chargeable to Operations Reserve Fund		$ 1,233.40		
To Operations Reserve Fund—operations reserve provided in annual budget, $84,000.00, plus unexpended balance of annual budget of current expenses, $30,050.38	114,050.38			
TOTAL DEDUCTIONS	$ 2,994,257.34	$ 1,233.40	$ 1,116,067.50	
BALANCE, SEPTEMBER 30, 1949	$ 27,964.10	$ 112,816.98	$ 154,551.13	$ 256,603.40

EXHIBIT X

TOLL BRIDGE FUNDS

STATEMENT OF NET REVENUES OF SUSQUEHANNA RIVER AND POTOMAC RIVER TOLL BRIDGES FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 1949 (BRIDGE REVENUE BONDS—Series 1948)

	TOTAL	SUSQUEHANNA RIVER TOLL BRIDGE	POTOMAC RIVER TOLL BRIDGE
REVENUES:			
Based on toll transactions	$ 1,760,522.85	$ 910,754.00	$ 849,768.85
Collections in excess of calculated tolls—net	762.70	333.40	429.30
Miscellaneous, including insurance recoveries for minor damages to bridges	2,217.40	2,179.93	37.47
TOTAL REVENUES	$ 1,763,502.95	$ 913,267.33	$ 850,235.62
Transferred from Operations Reserve Fund to Offset Certain Expenditures for Insurance and Equipment Included in Expenses	1,233.40	758.40	475.00
TOTAL REVENUES, INCLUDING TRANSFERS	$ 1,764,736.35	$ 914,025.73	$ 850,710.62
EXPENDITURES—OPERATING AND MAINTENANCE:			
Operating:			
Salaries	$ 95,066.22	$ 60,660.16	$ 34,406.06
Electricity for lighting	4,964.39	3,415.36	1,549.03
Printing—including toll tickets	2,112.00	1,769.10	342.90
Supplies	2,599.78	1,785.18	814.60
Telephone	1,423.83	900.90	522.93
Uniforms	1,209.80	728.10	481.70
Fuel for heating	858.68	485.22	373.46
Insurance—including three-year premium of $758.40 applicable to Susquehanna River Toll Bridge chargeable to Operations Reserve Fund	8,301.19	7,333.11	968.08
Property additions—including toll control equipment purchased for $475.00 applicable to Potomac River Toll Bridge chargeable to Operations Reserve Fund	619.10	141.10	475.00
Other	1,507.25	1,033.36	473.89
Maintenance:			
Salaries	7,441.68	6,812.09	629.59
Materials and equipment rental	2,610.41	2,292.11	318.30
Independent contractors	4,436.13	2,919.93	1,516.20
TOTAL EXPENDITURES—OPERATING AND MAINTENANCE	$ 133,150.46	$ 90,278.72	$ 42,871.74
REVENUES LESS EXPENDITURES FOR OPERATING AND MAINTENANCE	$ 1,631,585.89	$ 823,717.01	$ 807,838.88
EXPENDITURES—PORTION OF ADMINISTRATIVE AND GENERAL EXPENSES:			
Salaries	$ 16,254.39		
Trustee's and fiscal agent's fees	7,177.84		
Accounting and legal fees	6,558.74		
Consulting engineer's fees	6,000.00		
Printing monthly financial reports	2,878.50		
Depository service charge	969.48		
Toll collection recording equipment—new Potomac River Bridge	1,866.66		
Office rent	1,720.00		
Printing, stationery, and office supplies	2,057.94		
Premium on fidelity bonds	316.68		
Other	2,235.07		
TOTAL EXPENDITURES—GENERAL AND ADMINISTRATIVE (exclusive of those charged to Construction Fund)	$ 51,035.30		
NET REVENUES	$ 1,580,550.59		

EXHIBIT Y

TOLL BRIDGE FUNDS

STATEMENT OF TRAFFIC ON THE SUSQUEHANNA RIVER AND POTOMAC RIVER TOLL BRIDGES, BY TOLL CLASSIFICATION AND CORRESPONDING RATES AND REVENUES, FOR THE FISCAL YEARS ENDED SEPTEMBER 30, 1950 AND 1949

Toll Classification Number	Description	Toll Rate	Fiscal Year Ended September 30,			
			1950		1949	
			Number of Toll Transactions	Toll Revenue	Number of Toll Transactions	Toll Revenue
	SUSQUEHANNA RIVER TOLL BRIDGE					
1-AC	Passenger cars, etc.	$.20	3,439,946	$ 687,989.20	2,862,968	$ 572,593.60
1-CD	Passenger cars, etc.—commutation rate	.15	31,184	4,677.60	28,438	4,265.70
2	Passenger cars, etc.—special commutation rate (3 cents)	.03	803,201	24,096.03	752,535	22,576.05
3	2—Axle vehicles	.25	184,000	46,000.00	168,893	42,223.25
4	3—Axle vehicles	.40	383,472	153,388.80	336,641	134,656.40
5	4—Axle vehicles	.40	209,713	83,885.20	101,768	40,707.20
6	2—Axle vehicles—commutation rate	.20	34,237	6,847.40	34,863	6,972.60
7	3—Axle vehicles—commutation rate	.30	307,532	92,259.60	258,048	77,414.40
8	4—Axle vehicles—commutation rate	.30	78,233	23,469.90	28,170	8,451.00
9	Unusual size vehicles		449	830.60	341	893.80
10	Free		21,122		16,466	
	TOTAL		5,493,089	$ 1,123,444.33	4,589,131	$ 910,754.00
	POTOMAC RIVER TOLL BRIDGE					
1	Passenger cars, etc.	$.75	152,941	$ 111,705.75	132,373	$ 99,279.75
2	Passenger cars, etc., and 1 passenger	.90	354,564	319,107.60	301,960	271,764.00
3	Passenger cars, etc., and 2 passengers	1.05	146,063	153,366.15	126,177	132,485.85
4	Passenger cars, etc., and 3 passengers	1.20	107,171	128,605.20	92,200	110,640.00
5	Passenger cars, etc., and 4 passengers	1.35	74,683	100,822.05	65,333	88,199.55
6	Passenger cars, trailers, and motorcycles	.40	12,406	1,962.40	13,042	5,216.80
7	Trucks, under 2 tons capacity	1.00	42,461	42,461.00	42,641	42,641.00
8	Trucks, 2 to 5 tons capacity	1.25	17,578	21,972.50	10,920	13,650.00
9	Trucks, over 5 tons capacity	1.50	44,254	66,381.00	45,084	67,626.00
10	Tractor and trailer (4 wheels)	2.50	11,729	29,328.50	5,024	12,567.00
11	Pedestrians and passengers in vehicles, in addition to those provided for above	.15	43,927	6,589.05	36,536	5,480.40
12	Bicycles	.20	22	4.40	42	8.40
13	Unusual size vehicles		32	147.40	38	210.10
14	Free		1,067		1,300	
	TOTAL		1,008,898	$ 988,453.00	872,670	$ 849,768.85

Exhibit Z1

CHESAPEAKE BAY FERRY SYSTEM FUND
BALANCE SHEET, MAY 31, 1950 AND 1949

	May 31, 1950		May 31, 1949	
ASSETS				
CASH:				
With State Treasurer—operating funds		$ 417,541.88		$ 102,992.29
Petty Cash Fund		8,000.00		8,000.00
INVENTORIES OF MATERIALS AND SUPPLIES		20,116.44		22,228.74
ACCOUNTS RECEIVABLE:				
Book tickets and tolls	$ 24,464.98		$ 21,437.09	
Less reserve for doubtful accounts	3,052.78	21,412.20	3,052.78	18,384.31
Insurance claims		22,430.58		16,741.29
FIXED ASSETS—at cost		4,969,349.27		4,959,401.91
TOTAL		$ 5,458,850.37		$ 5,127,748.54
LIABILITIES				
Due to United States Government—Federal tax on cost of transportation of personal property		$ 3,129.86		$ 2,865.90
Guaranty Deposits—Toll accounts		5,300.00		4,700.00
Toll Tickets Sold For Future Use		11,599.81		9,390.21
Reserve for Recovery of Insurance Claims		22,430.58		....
State Equity in Fixed Assets		4,969,349.27		4,959,401.91
Earned Surplus		447,040.85		151,390.52
TOTAL		$ 5,458,850.37		$ 5,127,748.54

EXHIBIT Z2

CHESAPEAKE BAY FERRY SYSTEM FUND

STATEMENT OF REVENUES AND EXPENDITURES, ADJUSTED TO CASH POSITION, FOR THE FISCAL YEAR ENDED MAY 31, 1950

REVENUES:			
Tolls		$ 1,545,522.00	
Concessions and rents		71,923.07	
Recoveries of insurance		67,300.80	
Miscellaneous		367.78	
TOTAL REVENUES			$ 1,685,113.65
EXPENDITURES:			
Operating Expenses:			
Salaries	$ 670,626.30		
Expenses of employes	11,302.47		
Light, heat, and telephone	9,436.76		
Ticket offices supplies and expenses	1,190.80		
Food and kitchen expenses for ships' crews	81,227.17		
Cabin expense, laundry, and supplies	8,627.92		
Fuel oil, coal and lubricating oil	84,406.72		
Other miscellaneous expenses	6,898.40	$ 873,716.54	
Maintenance and Repairs:			
Buildings	$ 2,368.64		
Wharves and docks	39,203.81		
Toll booths	213.84		
Storerooms and workshops	1,327.14		
Vessels	176,976.05		
Machinery	30,828.70		
Equipment	22,582.28	273,500.46	
General Expenses:			
Salaries	$ 86,173.57		
Contribution to employes' pension fund	28,758.91		
Advertising	19,969.92		
Insurance	59,792.04		
Expenses of employes	3,204.41		
Passenger car costs	849.95		
Office supplies and expenses	3,516.19		
Stationery and printing	1,021.38		
Rent	3,186.97		
Postage, telephone, and telegraph	2,145.17		
Contractual services, audits, trustees, etc.	1,304.15		
Other miscellaneous expenses	5,560.01	215,482.67	
Acquisition of Capital Properties		9,947.36	
Miscellaneous		75.00	
TOTAL EXPENDITURES			1,372,722.03
EXCESS OF REVENUES OVER EXPENDITURES			$ 312,391.62
SURPLUS CHARGE—To provide a special reserve for insurance claims			16,741.29
NET INCREASE IN SURPLUS			$ 295,650.33
ADJUSTMENT TO CASH POSITION:			
Net increase in accounts payable		$ 3,073.56	
Withdrawals of materials, supplies, and foodstuffs from stock, included in operating and maintenance expenses above		2,112.30	
Adjustment of surplus		16,741.29	
TOTAL		$ 21,927.15	
Less: Net increase in accounts receivable		3,027.89	
TOTAL CASH ADJUSTMENTS			18,899.26
REMAINDER			$ 314,549.59
CASH BALANCE, JUNE 1, 1949			110,992.29
CASH BALANCE, MAY 31, 1950			$ 425,541.88

NOTE:—There is a surplus of $447,040.85 at May 31, 1950, arrived at by applying the net increase of $295,650.33 in surplus for the year as shown by this statement to the surplus of $151,390.52 at June 1, 1949.

EXHIBIT Z3

CHESAPEAKE BAY FERRY SYSTEM FUND

STATEMENT OF REVENUES AND EXPENDITURES, ADJUSTED TO CASH POSITION, FOR THE FISCAL YEAR ENDED MAY 31, 1949

REVENUES:			
Tolls		$ 1,393,617.94	
Concessions and rents		66,094.85	
Recoveries of insurance		8,273.78	
Miscellaneous		1,067.37	
TOTAL REVENUES			$ 1,469,053.94
EXPENDITURES:			
Operating Expenses:			
Salaries	$ 610,709.87		
Expenses of employes	8,934.44		
Light, heat and telephone	8,081.46		
Ticket offices supplies and expenses	1,608.86		
Food and kitchen expenses for ships' crews	103,764.98		
Cabin expense, laundry and supplies	8,263.40		
Fuel oil, coal, and lubricating oil	86,210.62		
Other miscellaneous expenses	5,964.75	$ 833,538.38	
Maintenance and Repairs:			
Buildings	3,638.15		
Wharves and docks	14,532.44		
Toll booths	1,569.47		
Storerooms and workshops	1,237.61		
Vessels	108,302.54		
Machinery	45,348.42		
Equipment	24,378.44	199,007.07	
General Expenses:			
Salaries	$ 69,999.51		
Contribution to employes' pension fund	19,535.90		
Advertising	21,504.57		
Insurance	62,994.92		
Expenses of employes	2,580.19		
Passenger car costs	1,181.29		
Office supplies and expenses	4,046.39		
Stationery and printing	3,673.59		
Rent	2,253.05		
Postage, telephone, and telegraph	1,730.55		
Contractual services, audits, trustees, etc.	14,571.24		
Other miscellaneous expenses	4 237.62	208,308.82	
TOTAL EXPENDITURES			1,240,854.27

EXHIBIT Z 3 (Continued)

EXHIBIT Z 3—(Concluded)

CHESAPEAKE BAY FERRY SYSTEM FUND

STATEMENT OF REVENUES AND EXPENDITURES, ADJUSTED TO CASH POSITION, FOR THE FISCAL YEAR ENDED MAY 31, 1949

EXCESS OF REVENUES OVER EXPENDITURES			$ 228,199.67
OTHER COSTS:			
Capital properties acquired (does not include cost of ferry boat "Eastern Bay" for $155,000 charged to Reserve for Renewals, Replacements, Property Loss, etc.)		$ 261,971.67	
Debt Service (does not include $900 charged to Debt Service—Proper)		451,200.00	
Provision for renewals, replacements, property loss, etc.		48,205.35	761,377.02
EXCESS OF EXPENDITURES AND OTHER COSTS OVER REVENUES			$ 533,177.35
SURPLUS CREDITS:			
Adjustments of reserves:			
Recoveries of insurance	$ 23,147.28		
Reserve for renewals, replacements, property loss, etc.	19,623.93		
Insurance recoveries not previously entered in revenue	4,176.54		
TOTAL	$ 46,947.75		
Less: Adjustment applicable to preceding fiscal year	3,858.12	$ 43,089.63	
Adjustment of value of capital properties		37,853.35	
TOTAL SURPLUS CREDITS			80,942.98
NET DECREASE IN SURPLUS			$ 452,234.37
ADJUSTMENT TO CASH POSITION:			
Net increase in accounts receivable		$ 13,350.60	
Return of debt service fund advanced by State Roads Commission		93,875.00	
Portion of cost of ferry boat, "Eastern Bay" paid from reserve for renewals, replacements, property loss, etc.		116,794.65	
Portion of debt service paid from Sinking Fund		900.00	
Adjustment through reserves		80,942.98	
Miscellaneous		117.91	
TOTAL		$ 305,981.14	
Less: Net increase accounts payable		1,069.72	
TOTAL CASH ADJUSTMENTS			304,911.42
REMAINDER			$ 757,145.79
CASH BALANCE, JUNE 1, 1948			868,138.08
CASH BALANCE, MAY 31, 1949			$ 110,992.29

NOTE:—There is a surplus of $151,390.52 at May 31, 1949, arrived at by applying the net decrease of $152,234.37 in surplus for the year as shown by this statement to the surplus of $603,624.89 at June 1, 1948.

Exhibit Z4

CHESAPEAKE BAY FERRY SYSTEM FUND

STATEMENT OF PASSENGERS AND VEHICLES TRANSPORTED BY FERRIES, BY TOLL CLASSIFICATION AND CORRESPONDING RATES, FOR THE FISCAL YEARS ENDED MAY 31, 1950 AND 1949

Toll Classification Number	Description	Toll Rates: Between Sandy Point and Matapeake	Toll Rates: Between Romancoke and Claiborne	Toll Transactions Fiscal Year Ended May 31, 1950	Toll Transactions Fiscal Year Ended May 31, 1949
1	Passengers (adults) one-way trip	$ .25	$ .25	1,091,236	1,059,674
2	Passengers (children 6 to 12 years) one-way trip	.10	.10	73,689	66,458
3	Automobiles, including driver, over 114 inch wheel base, one-way trip	1.54	1.03	470,217	416,472
4	Automobiles, including driver, 114 inch wheel base or less, one-way trip	1.28	1.03	146,187	143,739
5	*Trucks and busses, including driver, length 20 feet or less, single trip	2.06	1.28	9,063	7,063
6	*Trucks and busses, including driver, over 20 feet and not more than 25 feet, single trip	2.57	1.55	17,640	37,579
7	*Trucks and busses, including driver, over 25 feet and not more than 30 feet, single trip	3.60	2.06	7,573	6,885
8	*Trucks and busses, including driver, over 30 feet and not more than 35 feet, single trip	4.12	2.31	12,111	11,804
9	*Trucks and busses, including driver, over 35 feet and not more than 40 feet, single trip	4.63	2.58	29,949	26,359
10	Motorcycles and motorcycles with side-car, including driver, single trip	1.03	.51	798	863
11	Busses operating on regular-run franchise, including driver, but not including passengers, single trip	1.54	.77	10,180	11,144
12	Free:				
	Passenger (including employes)	....		19,154	18,594
	Vehicles (including employe-owned automobiles)	...	.	25,155	21,111
13	Unusual vehicles	Special	Special	4,330	2,618
	Total			1,947,282	1,830,363

* Includes busses other than those operating on regular-run franchise.

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